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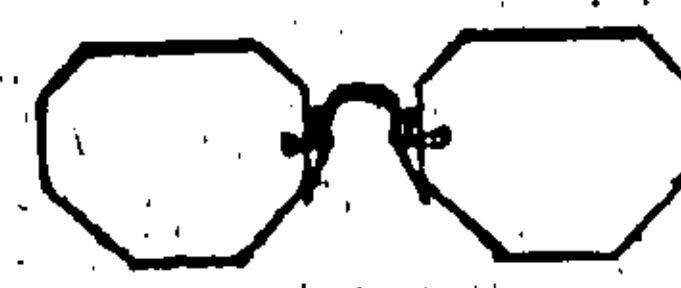
HONG KONG HOTEL GARAGE

25, Queen's Road C. & at Stubbs Road.
The Hong Kong & Shanghai Hotels, Ltd.

The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/3 9/16.



Dainty Eyeglasses

N. LAZARUS

Ophthalmic Optician

13, Queen's Road Central.

No. 27,619 HONG KONG, WEDNESDAY, OCTOBER 15, 1930. PRICE \$3.00 Per Month.

INDIGNANT PROTEST BY LOCAL SHIPPERS.

HIGHER PORT DUES.

MONEY GOING TO MEET GOVERNMENT'S CIVIL EXPENSES.

"WE FEEL ANNOYED."

Indignant protests against the proposal of the Government to increase the light dues and the fees for the use of Government buoys and to continue the scale for Sunday working cargo (which now stops at ships of 2,000 tons only), were voiced by several prominent shipping firms in an interview with the *China Mail* to-day.

An official of the Harbour Office pointed out that Hong Kong was one of the cheapest harbours in the world, and that in Shanghai vessels had to pay far higher rates than they were ever likely to pay here.

On the other hand, the shipping companies maintain that it is unfair to burden their heavy expenditure further by doubling the fees and then using the money, not on improvements to the harbour, but on matters entirely unconnected with shipping. They maintain that the higher rates in Shanghai are due to the cost of the conservancy of the river, whereas in Hong Kong the only cost to the Government is the practically negligible one of the upkeep of the buoys.

COASTAL COMPANIES HARD HIT.

"Hong Kong Harbour is one of the cheapest in the world," declared an official of the Harbour Office to a *China Mail* representative. The port dues, he explained, were absurdly low. Vessels scheduled under the "A" class paid only \$8 per day for buoy fees; "B" class vessels paid \$6, and "C" class vessels \$4. The total amount of revenue received by the Government in respect of buoy charges for 1928 and 1929 amounted to \$88,017.71.

Under the new scale proposed by the Government these rates will be doubled. The present rate for light dues is two cents per net registered ton, which is levied on a vessel entering and leaving the Harbour. It is proposed to raise this to four cents. Thus, a ship whose gross tonnage was 16,000, and net tonnage 9,000, would have to pay a total sum of \$720.

Higher in Shanghai. In Shanghai, the official stated, the charges for "A" class vessels were 75 Shanghai taels for the first three days and 25 taels for every successive day; 51 and 17 taels for "B" class vessels, and 33 and 11 taels for "C" class vessels.

He said that the whole of the cost of the upkeep of the buoys, chains, and cables, was paid by the Government, and that the shipping companies made no direct contribution whatsoever to that expense. The cost, however, was not very considerable.

"Grossly Unfair." An official of one of the leading shipping concerns in the Colony declared that the proposed increases were grossly unfair.

"Ever since the beginning of the Colony," he said, "Hong Kong has been looked upon as a free port. The only duties have been upon tobacco, spirits, and opium, etc., and such products as are consumed by the inhabitants. There have been no charges or duty on shipping, and this proposed increase will only serve to add fresh burdens to the shipping industry, which has been badly hit by the general trade depression."

Our informant pointed out that some years ago the majority of the buoys were maintained privately by the various shipping companies, and that it was only within a comparatively recent period that they had come under the control and ownership of the Government.

100 Per Cent Increase. The raising of the fee from \$8 to \$16 for "A" class vessels, and from \$6 to \$12 for "B" class vessels, and from \$4 to \$8 for "C" class vessels, is a 100 per cent increase, and this is a very heavy burden to all the shipping companies. The Government, he said, was not entitled to increase the rates without giving some consideration to the interests of the shipping industry.

NEW SECRETARY OF STATE FOR AIR.

Post Given to Authority on the Law.

A SEPTUAGENARIAN.

London, Yesterday. It is officially stated that Lord Amulree of Strathbraan has been appointed Secretary of State for Air in succession to Lord Thomson of Cardington, who was killed in the R.101 disaster.—Reuter.

Another Report.

Rugby, Yesterday. His Majesty the King has approved that Lord Amulree be appointed Secretary of State for Air to succeed Lord Thomson who perished in the R.101 disaster.

Lord Amulree was formerly Sir William Mackenzie and was created Baron last year. He is 70 years old, and was called to the Bar in 1886, taking silk in 1914. From 1919 to 1926 he was President of the Industrial Court. He has presided over numerous Courts of inquiry and has acted as arbitrator and conciliator in industrial differences for the Board of Trade and the Ministry of Labour.—British Wireless Service.

[Lord Amulree, formerly Sir William Warrender MacKenzie, K.C., was elevated to the Barony in 1929. Seventy years of age, he was educated at Edinburgh University and London University, and was called to the Bar, Lincoln's Inn, in 1886. He has acted as Chairman of numerous Government Commissions, on such questions as Shops Hours, Board of Trade Acts, Wages Boards, trades and disputes, and industrial unrest, and is an authority on local government matters and licensing laws. Lord Amulree was one of the Editors of Lord Halsbury's Laws of England. He is not known previously to have had any interest in, connection with, or special knowledge of aviation.]

RUBBER INDUSTRY.

ASSIST GROWERS DURING THE CRISIS.

R.G.A. SUGGESTION.

London, Yesterday. The Rubber Growers' Association has circulated its members suggesting that a percentage of their output be given free to the Rubber Roadways Company and a further part at a fixed price for five years.

Presiding at the annual meeting of Harrison & Crossfield, Mr. Eric Miller suggested that the Government's rubber-producing countries might financially assist the growers who definitely discontinued tapping to enable them to carry on their properties during the crisis on a "care and maintenance basis."—Reuter.

Mr. Hallifax's Speech.

In his speech in the Legislative Council, on October 2, Mr. Hallifax stated:—"It is proposed to increase the light dues and the fees for the use of Government buoys, to continue the scale for Sunday working cargo, (which now stops at ships of 2,000 tons only), and to bring the method of signing ships crews on and off into conformance with that in force in other parts of the Empire and legislation to this end will be proposed before the end of this year. The total increased return is expected to approximate to \$864,832. The Government is loth to take any step that increases the charges on the shipping of the port, but shipping companies in the majority of cases operate on a small basis and have increased their dollar charges. The present light dues and fees were imposed when the dollar was worth something about double its present value; so that the proposed increases cannot be regarded as other than fair and equitable."

hops," he laughed, "to pay Cadets' salaries."

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JACK DIAMOND NOW SINKING.

Identity of Assailants A Mystery.

SPECULATIVE THEORIES.

New York, Yesterday. Jack Diamond is sinking. He summoned a Roman Catholic priest from Acra, New York, where he lives. The priest was brought to the hospital and ushered into the sick room most secretly, watching detectives withdrawing outside the door.

Meanwhile the Police are no nearer discovering the identity of the two men who shot Diamond or the motive of the attack, but Police Commissioner Mulrooney is of opinion that they were disgruntled members of Diamond's own gang. Diamond did not expect them to shoot him. They came to discuss business, but the argument became heated and the shooting followed.

"Rum Baron" Missing. The Police are hunting for Charles Entratta, an ex-convict, who last year was acquitted with Diamond of complicity in a double murder in a New York night club. The Police are also investigating the mysterious disappearance of Leonard Steinberg, the reputed Brooklyn "Rum Baron." It is known that Diamond was anxious to "cut in on the liquor racket" in Brooklyn, and it is thought that he may have had Steinberg "taken for a ride" and been shot himself by Steinberg's friends in revenge.—Reuter's American Service.

Amazing Interest.

New York, Later. Amazing interest is being taken on the Jack Diamond case all over America, even the great Metropolitan dailies devoting columns to it.

The Sun points out that Diamond escaped five times from charges of murder, six times from robbery and assault, thrice from grand larceny, and twice from felonious assault.

The Evening Journal alleges that Diamond and Entratta shot dead two men in a night club. Two vital witnesses of the crime were murdered and another terrorized into silence.—Reuter's American Service.

INDIAN IN TROUBLE.

ALLEGED FUGITIVE FROM CANTON.

ONE YEAR HERE.

An Indian named Ratanchand Jeramdas Keswani was brought before Mr. R. E. Lindell this morning under the Fugitive Defendants Act.

The alleged fugitive was arrested yesterday at the offices of Messrs. Keswani & Co., China Building, on a warrant issued by the British Consulate at Shanghai.

Mr. P. H. Hodgson, who appeared for the defence, informed his Worship that it would be sufficient to take evidence of arrest only as the defendant "fugitive" would have to be sent back to Canton to stand his trial because the alleged offence was committed there a year ago.

Det-Sergt. Goodwin gave evidence of arrest. He said that in company with Mr. J. Read, constable attached to H.B.M. Consulate at Shanghai, he went to Keswani & Co. and arrested the fugitive.

Mr. Read also said that he knew the fugitive by sight, having seen him in Canton before.

His Worship made the order to return the fugitive to Canton. According to the warrant the fugitive was alleged to have embezzled \$500 in March, 1929, money belonging to D. D. Gehmull & Co., Canton, where he was employed as a clerk. In June the same year another sum, amounting to \$2,000, was alleged to have been embezzled.

DUTCH STATESMAN DEAD.

London, Yesterday. The death has occurred of the veteran Dutch statesman, Dr. Samuel Van Houten.—Reuter.

BLOW TO EXPORTERS

INCREASE OF GERMAN CUSTOMS DUTY.

DROP IN WHEAT PRICES.

Geneva, Yesterday. In connection with the Tariff Truce a Convention signed in March, the German Government has notified the Secretariat of the League that the German customs duty on wheat will be increased forthwith from 15 marks to 18 to 20 marks per quintal. It says that the increase is imperative owing to the exceptional drop in wheat prices. Immediate enforcement is necessary in order to prevent imports of wheat in anticipation of the change.—Reuter.

GERMAN STRIKE.

PROTEST AGAINST REDUCTION OF WAGES.

140,000 MEN AFFECTED.

Berlin, Yesterday. One hundred and forty thousand Berlin members of the Metal Workers' Union are striking on October 15 as a protest against the reduction of wages and the recent arbitration award. The strike may aggravate the political situation.—Reuter.

RETRENCHMENT.

Truth About Alleged Official Denial.

In view of the "emphatic denials" which are alleged to have been made officially in connection with the *China Mail's* exclusive disclosure of the intention of the Government to dismiss junior Civil Servants, the *China Mail* has instituted inquiries, and finds that the Governor's Memorandum was not issued to the Retrenchment Commission.

It is a fact, however, (and one that has not been denied officially) that a Memorandum, ordering reduction, "even at the cost of efficiency," was issued to the heads of the various Government Departments. It is also significant that no official denial is forthcoming in regard to our statement that the junior members of the Civil Service would be the first to be affected. So much for a "canard!"

ART TREASURES.

CONTRIBUTION FROM SHAH OF PERSIA.

COSTLY COLLECTION.

Rugby, Yesterday. Art treasures, valued at two millions sterling, were brought to the Royal Academy to-day from the docks at Rotherhithe, eight miles distant, in special vans with steel doors, under an armed police escort. They comprised the contribution of the Shah of Persia to the Persian art exhibition which is being held in London in January.

The treasures were brought to London in the steamer Bahariatan, the crew being unaware until their arrival that there was aboard anything more precious than a cargo of dates. In Persia the treasures were conveyed to the coast by air in order to avoid the possibility of bandit raids.—British Wireless Service.

N.Z. POLITICS.

DEFEAT OF GOVERNMENT IN COMMITTEE.

Wellington, Yesterday. The Government was defeated by 31 to 21 votes during a discussion in Committee in the House of Representatives of the settlement clause of the Land Laws Amendment Bill.—Reuter.

DIPLOMATIC CORPS.

Tokyo, To-day. Mr. Koki Hirota, formerly Minister to Holland, has been appointed Ambassador to Russia, succeeding Mr. Tokichika Tanaka, who is retiring.—Reuter.

HARD LABOUR FOR DELEGATES.

"Colossal" Task Faces Imperial Conference.

MORE ADJOURNMENTS.

London, Yesterday. The Imperial Conference to-day had a more detailed discussion on one of the suggestions for improving inter-Imperial trade submitted yesterday, namely, the applicability of the quota system to the export and import of Empire wheat. This was referred to a special committee.

The conference adjourned to October 16 when it will probably discuss bulk purchase, which also may be referred to a committee. An official observer points out that the colossal work on the economic side of the conference is likely to involve weeks of discussion without actual decisions by the heads of the delegations.—Reuter.

Quota System.

Rugby, Yesterday. The heads of the delegations to the Imperial Conference to-day continued an exchange of views on suggestions for improving inter-Imperial trade. They referred certain matters to the Committee which met this afternoon and discussed in a general way various technical aspects of the quota system with reference to the importation of wheat.

Broadly stated the idea of a quota is to allot to different sources from which any commodity is produced the proportion which is to be received. The Committee which considered this matter consisted partly of Ministers and partly of officials.

Mr. W. Graham, President of the Board of Trade, presided to-day, and among others attending were the British and Australian Ministers for Agriculture.

The quota proposal was tabled for discussion, though not necessarily recommended by the United Kingdom delegation. The Committee considered it worth detailed and technical examination by experts who were asked to report upon the proposal.

Lord Sankey's Committee, which is considering certain aspects of inter-Imperial relations, to-day completed its examination of questions of the form of Commercial Treaties, after which reference was made to other questions, including the system of communication and consultation in relation to foreign affairs, channels of communication with foreign countries, and the phraseology of official documents.—British Wireless Service.

KOWLOON WHARVES THEFT.

A coolie, employed by the Kowloon Wharf and Godown, was to-day charged before Mr. Butters with the larceny of three sheets of brass, from No. 17 Godown, and he pleaded guilty.

Detective-Sergeant Humphreys said that accused was engaged in unloading cargo from a German steamer. He was sentenced to six weeks' hard labour.

In connection with the case, a Chinese woman appeared on a charge of unlawful receiving. She was discharged with a caution.

FINE WEATHER.

The Royal Observatory's weather report to-day states: The anti-cyclone has weakened and is now central over Korea. Pressure is relatively low in the extreme south. Forecast:—N.E. winds, moderate; fine.

Rainfall.

Rainfall to 10 a.m. to-day all. Rainfall since January 1, 94.76 inches against an average of 79.05 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—
Hong Kong 75
Macao 72
Prata Island 79
Manila 74
Poonchay 73
Amoy 74
Swatow 69
Canton 65
Shanghai 58

PIRACY ORDINANCE SUMMONS.

Ship Leaves Without Police Certificate.

A LOT OF MISUNDERSTANDING.

Captain Erwin of the Douglas s.s. Haiyang, appeared before the Hon. Comdr. Hole, R.N., (retired), this morning to answer a summons brought against him by Police Inspector K. W. Andrew under the Suppression of Piracy Ordinance of 1868 and Regulation No. 9 of Government Notification No. 134 of March 16, 1928.

The charge against the Captain was that he unlawfully carried passengers in the s.s. Haiyang to Sawtow without the vessel having been searched and without a certificate of search signed by the Hon. I.G.P. or by some authorised Officer, on September 18.

Mr. D. L. Strellett appeared for the defence and entered a plea of "guilty," but asked permission to place certain circumstances before the Court. He said that Regulation No. 9 of 1928 required that the certificate of search be handed by the Police to the master of the ship searched, but he understood, from information supplied to him, that the practice was for the certificate to be handed to any European officer on the ship.

Sailing Deferred.

The Haiyang, he explained, was originally due to sail on September 16, but when it was found that the loading of certain cargo could not be completed that day it was decided to sail at 3 p.m. the following day. This necessitated the ship leaving the wharf to make room for the incoming vessel and she went to the Yaumati anchorage. A notification was sent to the Inspector on Duty at Central Police Station informing of the change of sailing time and notifying that the ship would sail from the Yaumati anchorage.

An hour before the sailing time on the 17th, the Police boarded the vessel at the Yaumati anchorage and made a search. Later the Captain received notice from the Company that the sailing time had again to be altered, and she would not leave until 11 a.m. on the 18th, and Mr. Murphy of the Company would say that a similar notice had been sent to the Police. It might be that the notice did not make it quite clear that the vessel would not go back to the wharf but would proceed from the anchorage. Anyway, the Police did not go on board and the vessel sailed at 11 a.m. on the 18th. It was found that a search certificate had not been left on board by the Police.

Blame On Both Sides.

Mr. Strellett suggested that there was blame on both sides, and as this was the first case under the Regulation, he would ask the Magistrate to say that a caution would meet the case.

Inspector Andrew said that usually Douglas ships left on Tuesdays and Fridays. September 16 was a Tuesday and the Police on that day received notice that the ship would sail the following day at 3 p.m. from the Yaumati anchorage. Sub-Inspector P. Murphy went on board and passed the ship. Then the Police received another notice from the Company saying that the vessel would not sail until 11 a.m. on the Tuesday and would "leave our wharf."

Badly Composed Chit.

The Inspector produced the chit from the Company and, after reading it, Comdr. Hole said that he understood how the misunderstanding had occurred as the chit could be read either way. "He thought it was badly composed."

Proceeding, Inspector Andrew said that at 9 a.m. on the 18th he went to the wharf, and found the Haiyang not there. Later, from the station he saw a black funnel at the wharf and again went down and found that the ship alongside was the Chengtu. The ship, he held, had not been passed because the time of sailing had been changed a second time and a fresh search was necessary.

The Magistrate decided that the Captain should have asked if the certificate was on board before sailing. He pointed out that the issuing of these certificates was to prevent just such a misunderstanding as this. The maximum fine for the offence, his Worship said, was \$1,000, but he would take a lenient view of this case and impose a fine of \$50.

HONG KONG AND SHANGHAI
BANKING CORPORATION.

Authorized Capital \$20,000,000
Paid-up and Fully Paid-up \$20,000,000
Reserve Funds—
Surplus \$2,000,000
Dividend \$200,000
Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: HONG KONG.

BOARD OF DIRECTORS—

J. A. Munro, Esq., Chairman.

Hon. Mr. C. G. S. Maclellan, Esq., Deputy Chairman.

A. H. Douglas, Esq., T. F. Pearce, Esq.,
D. Lander Lewis, Esq., T. H. Shaw, Esq.,
O. Minkin, Esq., J. P. Warren, Esq.,
V. M. Grayburn, Esq.

BRANCHES—

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HANKOW
HONGKONG
KANTON
KOWLOON
NANKING
PEKING
SHANGHAI
TIENTSIN
YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hong Kong, 1st April, 1930.

HONG KONG SAVINGS BANK.

The business of the above Bank is conducted on the basis of the HONG KONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
V. M. GRAYBURN, Chief Manager.
Hong Kong, 15th July, 1930.

NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY)
BANKERS.
Established 1821.
Hong Kong Office—11, Queen's Road Central.
Authorized Capital \$1,000,000
Paid-up Capital \$1,000,000
Reserve Fund \$1,000,000

Head Office—AMSTERDAM.
Branches—Batavia, Bencoolen, Borneo, Calcutta, Canton, Hong Kong, Kobe, London, Lyons, Manila, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

* These offices have sole deposit boxes to let.
London Bankers—National Provincial Bank Ltd.
Correspondents all over the world.
Banking business of every description transacted.
A. STOKING, Acting Manager.
Hong Kong, 15th August, 1930.

BANQUE DE L'INDO-CHINE

HEAD OFFICE:
95, Boulevard Haussmann, Paris.
Subscribed Capital Frs. 72,000,000.00
Paid-up Capital Frs. 68,400,000.00
Reserve Funds Frs. 102,000,000.00

BRANCHES:
Bangkok, Canton, Hankow, Harbin, Hong Kong, Kanton, Peking, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
A. LECOT, Manager.
Hong Kong, 1st May, 1929.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1860.
Capital (fully paid-up) Yen 100,000,000
Reserve Fund Yen 118,500,000

Head Office: YOKOHAMA.
Branches and Agencies at:
Alexandria, Batavia, Bombay, Buenos Aires, Calcutta, Canton, Changchun, Hankow, Harbin, Hong Kong, Kanton, Kobe, London, Lyons, Manila, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
A. LECOT, Manager.
Hong Kong, 1st May, 1929.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.
HEAD OFFICE: LONDON.
Paid-up Capital £25,000,000
Reserve Fund £24,000,000
Reserve Liability of Proprietors £23,000,000

Agencies and Branches:
ALGERIA, AMSTERDAM, ANTOWERP, AUSTRIA, BATAVIA, BEIRUT, BOMBAY, CALCUTTA, CANTON, Cebu, CHINA, COLOMBO, HANKOW, HONGKONG, KANTON, KIOBE, LONDON, LYONS, MANILA, Peking, Rangoon, ROTTERDAM, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

Current Accounts opened in Local Currency and Fixed Deposits for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hong Kong, 1st April, 1930.

THE HO HONG BANK, LTD.

(Established 1917.)
Capital \$20,000,000
Paid-up \$20,000,000
Reserve Funds \$2,000,000
Surplus \$2,520,000

HEAD OFFICE: SINGAPORE.
Branches, Agencies and Correspondents in the principal cities of the world.
Every description of Banking and Exchange business transacted.
TAN ENG HOON, Manager.
Hong Kong, 8th January, 1929.

THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 65, Broadway, New York.
Capital U.S.\$5,000,000
Surplus U.S.\$1,572,454
Reserves U.S.\$1,908,209

BRANCHES:
Amsterdam, Antwerp, Athens, Bahia, Barcelona, Berlin, Bombay, Buenos Aires, Calcutta, Canton, Cebu, Chicago, Colon, Hankow, Harbin, Hong Kong, Kobe, London, Lyons, Manila, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

The Company offers to intending Travellers the use of its "Travelers Cheques" and Letters of Credit and, in addition, the world-wide services of its thoroughly equipped Travel Department.

THE CHASE NATIONAL BANK

Resources Over \$2,500,000,000
E. W. DUGGAN, Manager.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)
HEAD OFFICE: Taipei, Formosa.
Incorporated by Special Imperial Charter, 1899.

THE BANK OF CHINA.

行銀國中
Reorganized October 26, 1923, under special charter of The National Government as an
INTERNATIONAL EXCHANGE BANK.
Subscribed Capital \$25,000,000.00
Paid-up Capital \$24,710,200.00
Reserve Funds \$ 3,820,593.82

HEAD OFFICE: SHANGHAI.

HONG KONG BRANCH:

4, Queen's Road Central.
Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign remittances, and to handle the issue of Chinese and other Public Funds of the Government both at home and abroad.
H. MOIR, Manager.
Hong Kong, 10th September, 1930.

ROYAL DUTCH
OPTIMISM.Board Reassures
Holders.

Amsterdam, Aug. 27.
On behalf of the directors of the Royal Dutch Petroleum Company, it was announced to-day that nothing had occurred recently to cause them to depart from their optimism as to the future of the concern.

The announcement was prompted by the recent fall in the price of the shares consequent to a large extent on the passing of the Shell Union Oil quarterly dividend this month. To-day's statement produced a rally in Royal Dutch shares, the price rising from 342 to 353 1/4.

Cheerful Markets.

Following a long period of depression caused by heavy liquidation, conditions in the London Stock Exchange underwent a marked change for the better at the end of August (states The Financial Times), and recent gloom gave place to comparative cheerfulness.

Various rumours, mainly of a political character, were in circulation, among them being one that the Government intended to impose a 10 per cent. duty on all imports, which would involve the resignation of Mr. Snowden. Another was that steps are to be taken by which the debt will in future be distributed in-kind or partially in cash and partially by vouchers on tradesmen.

There was also talk of a Coalition Government being formed, but who the parties to the arrangement were to be did not transpire.

Business was still far from brisk, although bargain hunters were in evidence in various directions, but on a cessation of the recent flood of selling nervousness among bears, which was noticeable on Tuesday, became increasingly marked and a rush to cover ensued.

As is usual in such circumstances, the floating supply of stocks and shares proved quite inadequate to the demand, with the result that an all-round recovery occurred in prices and in many cases the rises shown were substantial.

The advance in Home Rails was particularly marked, and Great Western, which earlier in the week could have been bought at 64, was finally up to 69—a rise of 5 on the day.

For once in a way the investment markets were rather in the background, but the more speculative sections all participated in the improvement.

THE BANK OF CANTON, LTD.

Established 1912.
Head Office: Hong Kong.
Authorized Capital (H.K. Currency) \$11,000,000
Paid-up Capital \$11,000,000
Reserve Fund \$1,000,000

BRANCHES:
Canton, Shanghai, Hankow, Swatow, Hong Kong, New York and San Francisco.

INCORPORATED IN HONG KONG.
In all principal cities of the world.
Foreign exchange and banking business of every description transacted.
Safe Deposit Boxes (various sizes) at a yearly rental of from \$5 to \$40.

LOOK POONG SEAN, Chief Manager.
Hong Kong, 14th May, 1930.

THE BANK OF EAST ASIA, LTD.

Established 1913.
HEAD OFFICE:
10, Des Voeux Road, Central, HONG KONG.

Capital & Surplus over H\$8,000,000
Total Resources over H\$30,000,000

Every description of Banking and Exchange business transacted.

Current and Fixed Deposit Accounts in local and foreign currencies opened for clients.

Savings Account and Safe Deposit Boxes.

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KAN TONG PO,

Chief Manager.

THE MERCANTILE BANK OF INDIA, LTD.

HEAD OFFICE:
15, Gracechurch Street, London, E.C.4.
Authorized Capital £20,000,000
Subscribed Capital £19,000,000
Paid-up Capital £19,000,000
Reserve Fund and Profit £1,646,506

BRANCHES:
The Bank of England, London, E.C.4.
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LOOK POONG SEAN, Chief Manager.
Hong Kong, 14th May, 1930.

BRITISH INDUSTRIES FAIR.

Some four-fifths of the space available at the British Industries Fair, to be held at Olympia, London, and at Castle Bromwich, Birmingham, from February 18 to 27, 1931, has already been let.

The total area booked in the two sections up till August 1, amounted to more than 400,000 sq. ft. In the London section, the area available totals 200,000 sq. ft., and up till August 1, the bookings aggregated 228,000 sq. ft., which is greater than the amount booked at this time of the year for previous fairs.

IMPERIAL SHIPPING
COMMITTEE.

Review of Four Years' Work.

In view of the Imperial Conference, the Imperial Shipping Committee has issued a report covering the work done since the Imperial Conference of 1926. The report includes a brief summary of the report of the Committee during the period, together with a statement of the action taken in consequence of each report in so far as it has been found possible to ascertain this action. This summary is issued as an appendix to the report, states The Financial News of August 23.

In a reference to freight rates the report says: "It is obvious that the raising of a rate is not likely to be popular. But if every rate raised were to be regarded as a complaint submitted to us by the National Association of Flour Importers regarding a proposal by the conference lines in the Australian trade to charge a higher rate for flour than for wheat from Australia to Great Britain."

Freight Rates.

"After very careful consideration of the facts we informed the association that we were not prepared to hold an inquiry into the rate for a particular commodity unless there was prima facie evidence of substantial injustice or exceptional circumstances. In this instance we did not find that such a prima facie case had been established."

"A somewhat similar complaint was put before us in 1928 by a firm of Covent Garden fruit importers regarding alleged discrimination in the freight rates charged for apples from the United States and from Canada to Great Britain. We were not satisfied that there was under our previous ruling a prima facie case, but we informed the firm that we should be prepared to reconsider the matter if it were referred to us by a representative body of apple shippers in Canada, the country of export."

Two important questions submitted since 1926 by the Canadian Government were dealt with and since the previous progress reports on the harbours of Nigeria and on the harbours of Mombasa, Dar-es-Salaam and Singapore. The Committee has also had under consideration the development of Hong Kong harbour, and among other questions considered since 1926 has been a complaint in regard to opportunities for shipment of cargo from the Falkland Islands.

TURKISH FINANCIAL PROBLEMS.

Donald C. Blaisdell's admirable work on "European Financial Control in the Ottoman Empire" is one of the clearest and most interesting books yet written on Turkish financial problems.

It was in 1907, after the European financial powers had taken over the Ottoman Empire and had put a 3 per cent. customs surtax on Turkey to get back their money, that the world realized that Turkey was but a cat's paw for European financiers.

It was this crisis, reached 23 years ago, at a time when the rising spirit of Turkish nationalism had begun to show itself, that probably had as much to do with the reorganization of Turkey as anything else.

The rise of Kemal Pasha, the vigorous handling of their own internal problems, the elimination of European control within their boundaries, and finally, in 1928, the conclusion of a treaty with European powers, by which Turkey again becomes master of their own house, is told in a most graphic, attractive and scientific way by Dr. Blaisdell.

NEW U.S. INDUSTRY.

COSMETICS AND CATTLE FOOD FROM CHERRY STONES.

Sturgeon Bay Wisconsin.
When Mr. J. G. Martin stepped on a cherry stone in a local factory some years ago and noticed the oil spot made by the smashed seed, an idea was born that to-day is reflected in a profitable, new cherry oil industry for Sturgeon Bay that is preventing the loss of nearly 1,000 tons of cherry stones here this year.

When spread to the nation's principal cherry raising areas in Michigan and New York, as well as Wisconsin, nearly 9,000 tons of stones will be utilized.

The discoveries made by Mr. Martin have seemed so important that two federal chemists have been sent there by the United States Department of Agriculture. They, too, have been making experiments recently, taking their cues from Mr. Martin, and they believe that the cherry oil would find a ready market if produced in large quantities.

Not a particle of the cherry stone is wasted. The oil extracted from the seed is the principal and most valuable product. It is used in the manufacture of cosmetics, but the remainder of the seed is ground up for lawn and flower garden fertilizer.

INDIAN LOAN.

London, Yesterday.
Underwriting is proceeding of a \$12,000,000 six per cent. Indian loan, redeemable in 1937, of which \$6,000,000 is for repayment of Indian Treasury Bills due on December 20 next.—Reuter.

HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

		Oct. 9, June, June,			Oct. 9, June, June,		
		1930.	1918.	1914.	1930.	1918.	1914.
		Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Butcher Meat.							
Beef Sirloin	牛尾肥	lb.	30	24	12		
" Prime Cut	牛尾瘦	lb.	30	28	11		
" Corned	咸牛肉	lb.	—	23	12		
" Roast	燒牛肉	lb.	30	24	22		
" Breast	燒牛腩	lb.	28	20	18		
" Soup	湯牛腩	lb.	25	20	18		
" Steak	牛腩排	lb.	30	24	22		
" Steak Sirloin	牛腩腸	lb.	44	30	85		
" Sausages	牛腩腸	lb.	86	26	20		
BuHock's Brains	牛腦	per set	15	10	12		
" Tongue, fresh	牛舌	each	65	50	60		
" Tongue, corned	牛舌	each	—	60	—		
" Head	牛頭	lb.	\$1.00	—	\$1.20		
" Heart	牛心	lb.	24	18	14		
" Hump, Salt	牛心	lb.	—	20	18		
" Feet	牛心	each	10	10	12		
" Kidneys	牛心	lb.	15	10	12		
" Tail	牛心	lb.	25	20	22		
" Liver	牛心	lb.	24	18	14		
" Tripe	牛心	lb.	10	6	7		
Calves' Head & Feet	牛頭	set	\$1.20	\$1.00	\$1.00		
Mutton Chop	羊排	lb.	36	26	—		
" Leg	羊排	lb.	36	26	—		
" Shoulder	羊排	lb.	34	24	—		
" Saddle	羊排	lb.	32	—	—		
Fig's Chittlings	羊排	lb.	30	27	—		
" Brains	羊排	Per set	8	—	13		
" Feet	羊排	lb.	18	15	—		
" Fry	羊排	lb.	28	15	19		
" Head	羊排	lb.	18	20	—		
" Heart	羊排	each	15	10	10		
" Kidneys	羊排	lb.	13	10	8		
" Liver	羊排	lb.	45	30	24		
Pork Chop	豬排	lb.	36	25	23		
" Leg	豬排	lb.	42	60	70		
" Loin	豬排	lb.	25	21	—		
" Fat or Lard	豬排	lb.	85	60	70		
Sheep's Head & Feet	羊頭	set	8	7	—		
" Heart	羊頭	each	12	8	7		
" Kidneys	羊頭	lb.	15	12	10		
" Liver	羊頭	lb.	45	26	25		
Sucking Pigs, to order	羊頭	lb.	25	25	22		
Suet, Beef	牛牛油	lb.	30	20	18		
" Mutton	羊牛油	lb.	36	26	26		
Veal	牛仔肉	lb.	22	20	20		
" Sausages	牛仔肉	lb.	28	—	—		
" No. 1	牛仔肉	lb.	32	—	—		
Fish.							
Barbel	魚	lb.	44	16	24		
Bream	魚	lb.	34	20	16		
Canton Fresh Water Fish	魚	lb.	34	—	—		
Carp	魚	lb.	36	13	16		
Catfish	魚	lb.	36	16	27		
Codfish	魚	lb.	34	12	9		
Crabs	魚	lb.	35	16	17		
Crabs	魚	lb.	98	23	26		
Cuttle Fish	魚	lb.	35	16	27		
Dab	魚	lb.	40	23	16		
Dace	魚	lb.	20	10	—		
Dog Fish	魚	lb.	28	10	8		
Eels, Conger	魚	lb.	34	16	—		
" Fresh Water	魚	lb.	32	10	8		
" Yellow	魚	lb.	60	26	30		
Frogs	魚	lb.	38	32	25		
Garoupa	魚	lb.	28	40	30		
Gudgeon	魚	lb.	28	22	18		
Herrings	魚	lb.	30	13	23		
Halibut	魚	lb.	30	18	15		
Labrus	魚	lb.	52	32	13		
Loach	魚	lb.	58	62	24		
Lobsters	魚	lb.	34	32	21		
Mackerel	魚	lb.	33	20	20		
Monk Fish	魚	lb.	33	13	2		
Mullet	魚	lb.	30	12	2		
Oysters	魚	lb.	29	14	9		
Parrot Fish	魚	lb.	26	30	15		
Perch	魚	lb.	30	16	9		
Pike	魚	lb.	32	36	29		
Plaice	魚	lb.	46	36	30		
Pomfret, White	魚	lb.	37	36	45		
Pomfret, Black	魚	lb.	54	10	14		
Pravins	魚	lb.	20	10	14		
Ray	魚	lb.	28	13	18		
Rock Fish	魚	lb.	32	22	10		
Roach	魚	lb.	48	66	30		
Salmon	魚	lb.	18	8	10		
Shark	魚	lb.	18	10	10		
Slate	魚	lb.	38	32	80		
Shrimps	魚	lb.	40	28	28		
Snapper	魚	lb.	36	22	28		
Solefish	魚	lb.	30	26	85		
Tench	魚	lb.	32	18	12		
Turbot	魚	lb.	95	40	—		
" Fresh Water	魚	lb.	95	40	—		
Poultry.							
Chicken	雞	lb.	55	30	81		
Capons, Small	雞	lb.	55	28	30		
Capons, Large	雞	lb.	60	28	30		
Duck	鴨	lb.	30	22	21		
Doves	鴿	each	—	22	21		
Eggs, Hen (cooking)	雞蛋	per doz.	34	18	—		
Eggs, Hen (fresh)	新鮮雞蛋	lb.	38	25	20		
Fowls, Canton	本地雞	lb.	70	36	24		
Fowls, Hainan	海南雞	lb.	45	35	24		
Geese	鴨	lb.	60	24	24		
Pigeons, Canton	白鴿	each	63	30	—		
" Hollow	白鴿	each	48	28	—		
Turkeys, Cock	火雞	lb.	75	—	—		
Turkeys, Hen	火雞	lb.	60	61	45		
Snipe	沙鳥	each	25	—	—		
Pheasant	山雞	pair	180	—	—		
Quail	山雞	each	30	—	—		
Partridges	山雞	each	95	—	—		
Fruits.							
Almonds	杏仁	lb.	60	35	—		
Apples (California)	金山蘋果	lb.	24	24	—		
Bananas (bride's)	蕉山香蕉	lb.	8	4	—		
Carambola	楊桃	lb.	16	12	—		
Coconuts	椰子	each	12	10	10		
Lemons, China	檸檬	each	14	25	30		
Lemons (American)	金山檸檬	each	13	8	—		
Liches, Dried	荔枝干	lb.	60	25	30		
Oranges (Canton)	新會甜橙	lb.	—	—	15		
Oranges	橙	lb.	—	—	15		
Pears (Canton)	沙梨	lb.	18	—	—		
Peanuts	花生	lb.	14	10	12		
Peralimmons, Large	紅生	lb.	14	12	—		
Plantain	大蕉	lb.	5	8	—		
Pumelo, Siam	暹羅柚	each	15	12	6		
Walnuts	胡桃	lb.	22	—	16		
Grapes	合提子	lb.	55	—	—		
Vegetables, &c.							
Artichokes	茼蒿	each	—	—	2		
Beans, Sprout	豆苗	lb.	5	—	7		
" Long	豆苗	lb.	12	8	—		
Beet Root	紅苕	lb.	8	24	—		
Bitter Squash	苦苣	lb.	8	5	3		
Brijals, Green	青瓜	lb.	8	5	8		
" Red	紅瓜	lb.	8	—	—		
Cabbage, Chinese	芥菜	lb.	—	12	—		
" (Shanghai)	上海菜	lb.	—	12	—		
Cane Shoots, bunch	筍	each	10	—	—		
Cauliflower (Large)	大花椰菜	each	—	—	—		
" (Medium)	中花椰菜	each	—	—	—		
" (Small)	細花椰菜	each	—	—	—		
Carrots	金菜	lb.	10	5	6		
Celery, Chinese	美芹	lb.	10	10	6		
Chillies, Dried	金菜	lb.	24	25	5		
" Red	紅辣椒	lb.	16	10	10		
" Green	青辣椒	lb.	10	8	12		
Curry Stuff, English	芫荽	lb.	8	2	—		
Cucumbers	黃瓜	lb.	10	6	6		
Garlic	蒜	lb.	18	7	—		
Ginger, Young	薑	lb.	14	10	—		
" Old	老薑	lb.	40	8	4		
Horseradish, Shanghai	菜	lb.	8	45	—		
Indian Corn	粟	lb.	6	1	—		
Lettuce	生菜	lb.	10	—	8		
Water Chestnuts	荸薺	lb.	12	—	8		
" Mandarin	桂馬蹄	lb.	40	—	8		
Mushrooms, Fresh	鮮草	lb.	14	1	10		
Okroes	洋蔥	lb.	8	8	8		
Onions, Bombay	洋蔥	lb.	6	4	6		
" Green	生蔥	lb.	6	6	—		
" Shanghai	上海蔥	lb.	45	60	8		
Parsley	芹	lb.	5	3	—		
Potato, Sweet	番薯	lb.	4	3	—		
" Japanese	日本薯仔	lb.	—	—	—		
" American	金山薯仔	lb.	—	—	—		
Pumpkin	冬瓜	lb.	5	4	4		
Radish	紅蘿蔔	lb.	8	—	10		
Rhubarb (Fresh)	大芥	lb.	8	—	8		
Shallots	蒜	lb.	14	4	—		
Spinach	寬葉菠菜	lb.	10	7	—		
Tomatoes	金菜	lb.	6	6	—		
Taros	芋頭	lb.	8	4	—		
Turnips, Punt (Long)	西蘭花	lb.	8	4	—		
Vegetable Marrow	西洋菜	lb.	8	15	—		
Water Cress	水蔞	lb.	6	15	—		
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NINTH EXTRA RACE MEET-
ING to be held on SATURDAY,
25th October, 1930 (weather per-
mitting) may be obtained at the
Race Course, Hong Kong Club and
Causeway Bay Stables.

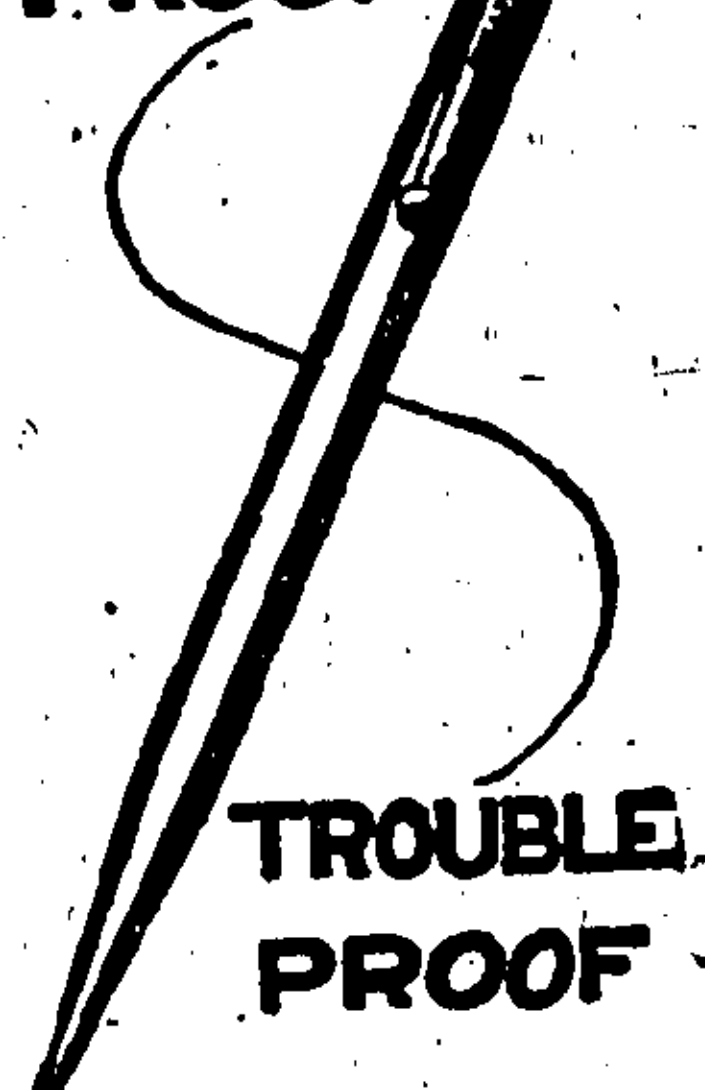
Entries CLOSE at 12 o'clock
Noon on THURSDAY, 18th Octo-
ber, 1930.

Hong Kong, 11th October, 1930.

HONG KONG RIFLE LEAGUE.

THE POSTPONED ANNUAL
MEETING will be held on
October 17 at 5.30 p.m. at the
Offices of the Hong Kong Football
Association.

**FOOL
PROOF**

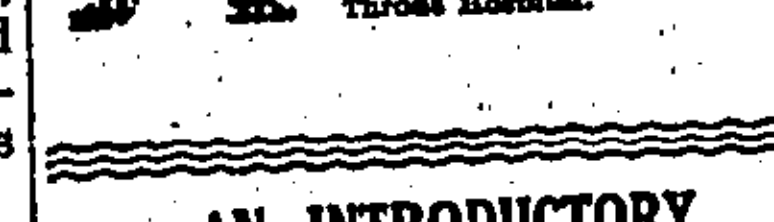


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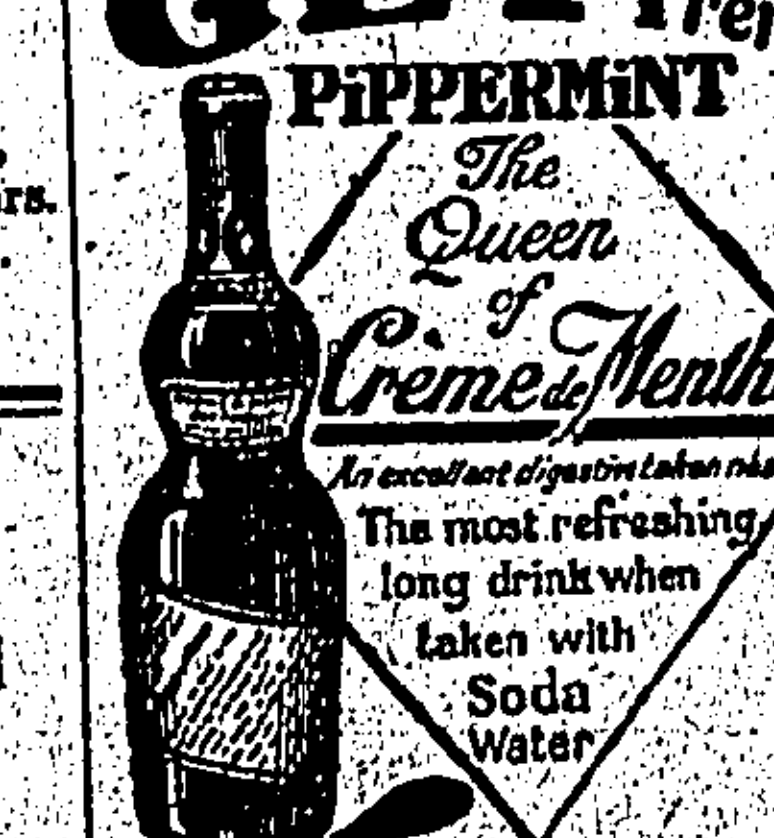
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**PROFESSOR'S DREAM
OF THE FUTURE.**

Government in the New
Utopia.

NO WAR AND NO TAXES.

Oxford, Sept. 4.
Speaking at the International
Congress of Philosophy here this
afternoon, Professor W. Lutoslawski
foreshadowed the time when the
world will contain only a few great
nations, and drew a picture of the
national State of the future. It
was no longer a common stock that
mattered in nationality, but a com-
mon aim or mission, said Professor
Lutoslawski.

Material links were transformed
into spiritual links and a new order
of society was arising. "The num-
ber of true nations," he said, "can-
not be very large if each nation
has to be characterised by a particu-
lar mission. The process of the
integration of modern nations has
not yet anywhere reached its
culmination. If we look at the very
slow unification of France through
the gradual understanding by the
inhabitants of each province of a
common ideal above local interests
we may easily imagine that if such
a widening of horizon proceeds the
French may in a distant future be
merged with the Italians, Spaniards,
and Portuguese into one Latin and
so restore the lost material unity
of the Roman Empire. Similarly
the lost political unity of the
English-speaking world may also
be regained by the growth of many
links now existing between England,
her Dominions, and the United
States. In that great historical
process which leads to the forma-
tion of true nations as living
organs of mankind, it is of little
importance whether Spanish South
America joins the Anglo-American
or the Latin union. Four great
nations, the English-speaking
people, the Latins, the Teutons, and
the Slavs, would control not only
Europe but the whole of America,
Africa, Australia, Oceania, and
Northern Asia. In Asia, China and
Japan are clearly predestined to
form one great nation, and the
numerous races of India another.
The third Asiatic nation might
grow around Palestine, Mesopo-
tamia, and Arabia, or around
Persia or Turkey. True nations
cannot be many, and each true
nation needs a vast territory for its
full growth."

The Future State.
The national State which was
foreshadowed, the speaker said, was
neither despotic nor democratic nor
intermediate between the two older
forms of government. Its chief
characteristics may be summed up
as follows: The whole bureaucratic
organisation for the collection of
taxes will become superfluous, be-
cause the voluntary contributions of
patriotic citizens will sufficiently fill
the Treasury. If a national State
is surrounded by other national
States armies will not be needed, as
the fulfilment of a mission for the
general welfare of mankind ex-
cludes every ambition of conquest.
Unemployment is likely to dis-
appear, but spiritual, intellectual,
and artistic activity will greatly
prevail over material production,
which will be naturally limited to
the satisfaction of the real needs
of the inhabitants, with no ambi-
tion to conquer foreign markets.
Crime will become very rare, and
the administration of justice, as
well as the activity of the police,
will occupy a gradually decreasing
number of efficient officials. In
legislative bodies the number of the
members will be greatly reduced,
but a much higher degree of
intelligence and character will be
required of them.

"The same relation between
quality and quantity of members
will prevail in all Government
offices. Everywhere a few really
well paid and competent officials
will supplant the crowd of inefficient
bureaucrats. The Government of
a national State will have a much
greater stability than democratic
Governments, but will consist of
fewer members chosen from experts
in statesmanship. The power of
Government will be limited to
activities which cannot easily be
left to private initiative or to the
free social organisation of in-
dividuals. There will be less need
for interference by the State in the
private life of individuals if the
whole of this private life is devoted
to the public welfare. Diplomatic
relations will be based on sincerity,
and a thorough understanding of
every national mission. This is
only possible if a religious spirit
permeates the whole of political
relations."

No Revolution.
"This ideal of a national State
will not be realised by a sudden
revolution, upsetting the existing
democratic Governments. They will
be gradually transformed by a
succession of voluntary acts of in-
dividuals much, for instance, as free
gifts to the treasury, the foundation
of institutions of learning and of
(Continued on next Column.)

**AMUSEMENT
NEWS**

QUEEN'S present Janet Gaynor
and Charles Farrell in "Sunny
Side Up," a gorgeous musical
comedy. The singing of the two
stars is delightful and the dan-
cing of Janet Gaynor splendid. A
really high class musical comedy
to put it briefly. A talkie film.

CENTRAL features all the stars
in "Paramount on Parade," a
magnificent technicolour spectacle
with scores of beautiful chorus
and show girls and a platoon of
dancing Public ushers. Nearly
everyone who counts is in this pic-
ture. A talkie film.

MAJESTIC presents Alice White
in "Broadway Babies," a most suc-
cessful musical comedy! It is a
singing, talking and dancing pic-
ture with all the romance and
glamour of backstage life on
Broadway, and offers Miss White
a splendid vehicle for her first
singing, dancing and talking pic-
ture. A talkie film.

Three original song hits will be
heard, "Broadway Baby Dolls"
being the theme song, and "Jig
Jig, Jigaloo" and "Waiting for Love"
are the other catchy numbers which the star
also sings. Kowloon's first talkie
film.

STAR features Marion Davies
and Conrad Nagel in "Quality
Street." The famous stage play by
Sir James Barrie has lost none of
its delicacy in its transfer to the
screen. A silent film.

WORLD presents "The Fighting
Ape," a Chinese drama. A silent
film.

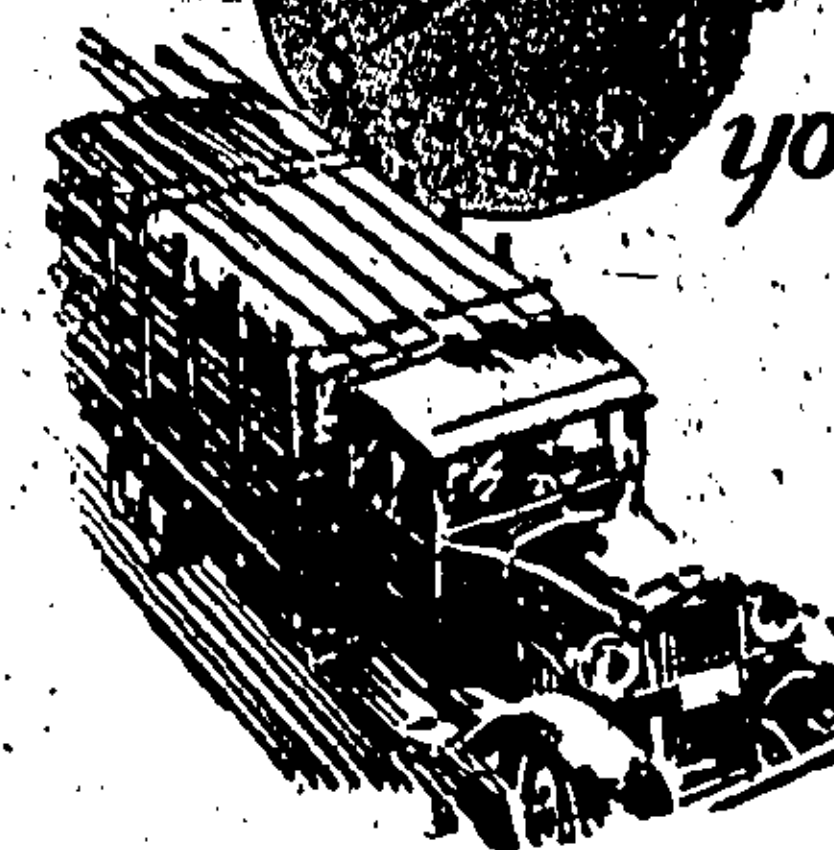
artistic activity, and the creation
of social movements raising the
standard of political life.

"The existence and independence
of each nation is justified by service
to others. If this is generally
understood that process of the for-
mation of national States out of
the chaos of democratic Govern-
ments will be accelerated. But
no violence, no compulsion of any
kind can serve that purpose.
Modern democracy as a violent
reaction against despotism is
usually founded on the assumption
that the will of the citizens is the
only source of constitutional law.
Consistent democracy, as well as
Socialism and Bolshevism, which
are its ultimate consequences, is
irreligious, and often candidly
atheistic."

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WHEN
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and the most digestive of Liquors

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of Burgundy, it is drunk everywhere either neat, or
diluted with a little fresh water or Seltzer
water, either mixed with Porto, Brandy, Whisky or
Gin, either dry, as a liquor or again with iced tea.

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ever been uttered than the old adage that "beauty is only
skin deep." The beauty that clear, blooming skin and bright
sparkling eyes brings has its source in the internal organs.
When these are functioning perfectly the blood is kept clean
and pure, but when the eliminating organs are clogged, the blood
is contaminated and not only the appearance but the general
health is affected.

Start achieving health and beauty the Pinkettes
Way. Every now and then—Pinkettes! They cleanse the
stomach, stimulate the sluggish liver, loosen up the lazy
intestines. Gentle, non-gripping, yet surely effective,
they are, truly, Liver and Laxative Perfection.



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Pinkettes Complexion!
LIVER & LAXATIVE
PERFECTION

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ON TUESDAY, OCTOBER 21st.
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NOTE THE ATTRACTIONS:

Full band of the 2nd. Batt. Argyll and Sutherland
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Special film: "The Royal Navy Ashore and Afloat."
Popular Local Artists.

Tickets \$2 and \$1 at the Anderson Music Company.
Special 20-cent tickets for Service Men and Friends, including
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
SHINYO MARU	Sunday, 19th October at 6 a.m.
TATSUTA MARU	Thursday, 30th October
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
HINO MARU	Wednesday, 22nd October.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
HAIONE MARU	Saturday, 18th October at 7 a.m.
SUWA MARU	Saturday, 1st Nov. at 11 a.m.
SYDNEY & MELBOURNE via Manila & Ports.	
AKI MARU	Tuesday, 21st October.
KITANO MARU	Tuesday, 18th November.
BOMBAY via Singapore, Penang, & Colombo.	
TOTTORI MARU	Monday, 27th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
BOKUYO MARU	Saturday, 20th November.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KANAGAWA MARU	Saturday, 18th October.
NEW YORK, BOSTON via Panama.	
*LISBON MARU	Friday, 17th October.
*TSUYAMA MARU	Monday, 10th November.
Calls Baltimore & Havana.	
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.	
*TOYOKA MARU	Thursday, 13th November.
CALCUTTA via Singapore, Penang & Rangoon.	
*RANGOON MARU	Wednesday, 29th October.
SHANGHAI, KOBE & YOKOHAMA.	
*CALCUTTA MARU (Moji direct)	Saturday, 18th October.
*HAKODATE MARU	Monday, 27th October.
HAKUSAN MARU	Friday, 31st October.
*Cargo only.	

For further information apply to:—NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	
AMUR MARU	Saturday, 8th November.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
SANTOS MARU	Thursday, 30th October.
RIO DE JANEIRO	Friday, 28th November.
UOMRAY—Via Singapore & Colombo.	
BORNEO MARU	Sunday, 19th October.
SHUNKO MARU (Calls at Karachi)	Monday, 3rd November.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	
PANAMA MARU	Wednesday, 6th November.
CALCUTTA—Via Singapore, Penang & Rangoon.	
SEATTLE MARU	Saturday, 18th October.
HIMALAYA MARU	Saturday, 1st November.
VICTORIA, SEATTLE, TACOMA & VANCOUVER.	
ARIZONA MARU (from Shanghai)	Monday, 20th October.
MELBOURNE—Via Manila, Brisbane & Sydney.	
MELBOURNE MARU	Thursday, 6th November.
SAIPHONG—Via Hoihow & Pakhol.	
NEW YORK—Via Japan ports & Panama.	
LOS ANGELES, PANAMA, NEW YORK, BOSTON, BALTIMORE, AND PHILADELPHIA.	
SANYO MARU	Saturday, 25th October.
JAPAN PORTS.	
TACOMA MARU	Friday, 24th October.
BATAVIA MARU	Monday, 10th November.
KEELUNG—Via Swatow & Amoy.	
TAKAO—Via Swatow & Amoy.	
TAKAO & KEELUNG.	
BATAVIA MARU	Monday, 10th November.

For further particulars please apply to:—OSAKA SHOSEN KAISHA.
M. TAKEUCHI, Manager.
Tel. 28061

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Depth on Centre of
SILL (H.W.O.S.T.) 34 ft. 6 ins.

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Electric Cranes at Sea Wall Capable of Lifting 100 Tons at 70 Feet Radius.

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HONG KONG CHINA & JAPAN

ADVANTAGES OF SEA OVER AIR

Cost of Maintenance and Operation.

The case for Atlantic transport by sea rather than by air is well argued in a letter by Sir Bradford Leslie, which was published in The Times in mail week. The letter expresses the hope that before any further expenditure is incurred, detailed investigations are made into the financial aspect of the question. The recent voyage of the R100 to Canada and back has by some people been taken as an indication that the establishment of a regular air service by similar, or larger, airships will become a practical proposition in the course of the next few years, states the writer. I have nowhere seen any financial estimates of the cost of such a service, and with the very limited information at present available as to the cost of maintenance and operation of airships any reasonably accurate forecast is obviously a matter of very great difficulty. I put forward the following suggestive figures with the greatest diffidence, but they are sufficiently impressive to give cause for the most serious consideration:—

A steamship (or motor vessel) of 25,000 to 30,000 tons gross, to carry 800 passengers, with mails and a certain amount of cargo, and a speed of 20 to 22 knots can be built to-day for £2,500,000 to £3,000,000 or less. Such a vessel would take about six and a half to seven days to cross the Atlantic, and, allowing reasonable time at terminal ports for refuelling, re-stocking, discharge of and taking on cargo, and also for dry-docking for overhaul, should make 14 round trips of 6,000 miles annually, thus offering accommodation for 11,200 passengers in each direction.

Five Airships or One Steamer.

The R100 will, it is stated, carry 100 passengers, though it may be noted that in the larger R101 sleeping accommodation for 52 passengers only is being provided for her projected voyage to India. Assuming that such an airship could regularly make 24 round trips across the Atlantic annually, which, having regard to weather conditions during the five winter months, seems to be an absolute maximum, then no fewer than five airships would be required to afford the same passenger accommodation as the single steamer. Each airship, making 24 round trips, would have to travel 144,000 miles yearly, or for five airships the gigantic total of 720,000 miles, as compared with 84,000 miles for the steamer, and the total flying time of the airships would amount to no less than 600 days, as compared with about 190 days at sea for the steamer.

The question then arises as to the relative "life" of a steamer and an airship. The Mauretania, now 23

years old, is equalling or exceeding her early speed records and is one of the most popular vessels on the Atlantic service. It may reasonably be assumed therefore that the "life" of the steamship would be at least 25 years.

For the "life" of an airship in more or less continuous service and travelling not less than 144,000 miles annually we have no data available. We know that the outer fabric of the R100 has perished in less than three years, though she has been under cover and not in service or exposed to the weather for at least two years and ten months of that period. What is the "life" of a lightweight aero engine? Would it exceed 144,000 miles of actual hard service? The internal gas bags are subject to constant chafing, and what would be the "life" of the framework itself sub-

about two years to build; that is to say, a total period of time aggregating in all 62 years would be required to build 31 airships. In other words, 2½ airships would always have to be under construction throughout the 25 years' life of the steamer, representing a total value of £1,125,000, on half of which sum interest at the rate of, say, 7 per cent., of £40,000 annually, would be constantly accruing, and that on account of airships not in service and therefore earning nothing.

As against the foregoing the advocates of the airship claim that very much higher fares could and would be charged for passages by airship than by steamship. This may be so, would be so if a safe and regular service could be guaranteed; but, even admitting the possibility of such a safe and regular service, would not the excessive costs of maintenance, operation, and interest charges as indicated more than absorb such increased earnings?

It is most sincerely to be hoped, before any further expenditure is incurred on building more airships or imposing further burdens on the taxpayers of Canada and Great Britain, that the most careful scrutiny of, and the most detailed investigations into, the financial aspects of the case, will be made by a committee of the House of Commons or by impartial business organisers, with power to call expert witnesses and to make definite recommendations.

ARRIVALS OF SHIPS.

Monday, October 13.
Bremerhaven, German str., 917 tons, Capt. W. Rhoer, from Rabaul, buoy No. C48.—Melchers & Co.
Huichow, British str., 1,222 tons, Captain D. D. Richards, from Canton, buoy No. B18.—B. & S.
Tuesday, October 14.
Akita Maru, Japanese str., 3,817 tons, Captain K. Iroba, from Japan, Kowloon Wharf.—N.Y.K.
Andre Lebon, French str., 13,681 tons, Capt. Sabant, from Yokohama, Kowloon Wharf.—M.M.
Ardent, Norwegian str., 1,101 tons, Capt. E. Kroger, from Canton, Yaumati.—W. R. Loxley.
Hop Sang, British str., 1,359 tons, Capt. P. R. Gay Cumming, from Swatow, West Point Wharf.—J. M. & Co.
Konsan Maru, Japanese str., 1,556 tons, Captain T. Kotake, from Canton, buoy No. A23.—D.K.K.
Kwang Chow, British str., 1,573 tons, Capt. D. Lupton, from Swatow, buoy No. B15.—B. & S.
Lima, Portuguese str., 1,057 tons, Captain Jose de Matos, from

Gazetted Commander



Captain R. W. McMurray, for the past five years marine superintendent of the Canadian Pacific's British Columbia Coast Steamship service, stationed at Vancouver, and prior to that a commander with the Canadian Pacific trans-Atlantic fleet, has been gazetted in the London Times of July 14 as a captain in the Royal Naval Reserve, having been promoted from the rank of commander R.N.R. His new rank is equivalent to that of brigadier-general in the army. He joined the Royal Naval Reserve as a midshipman in 1904 and saw war service on H.M.S. Victorian and on torpedo boats and destroyers, being mentioned in despatches for his work on the latter.

ject to continuous vibration, "fatigue," and relatively high and unknown stresses in storms and bad weather?

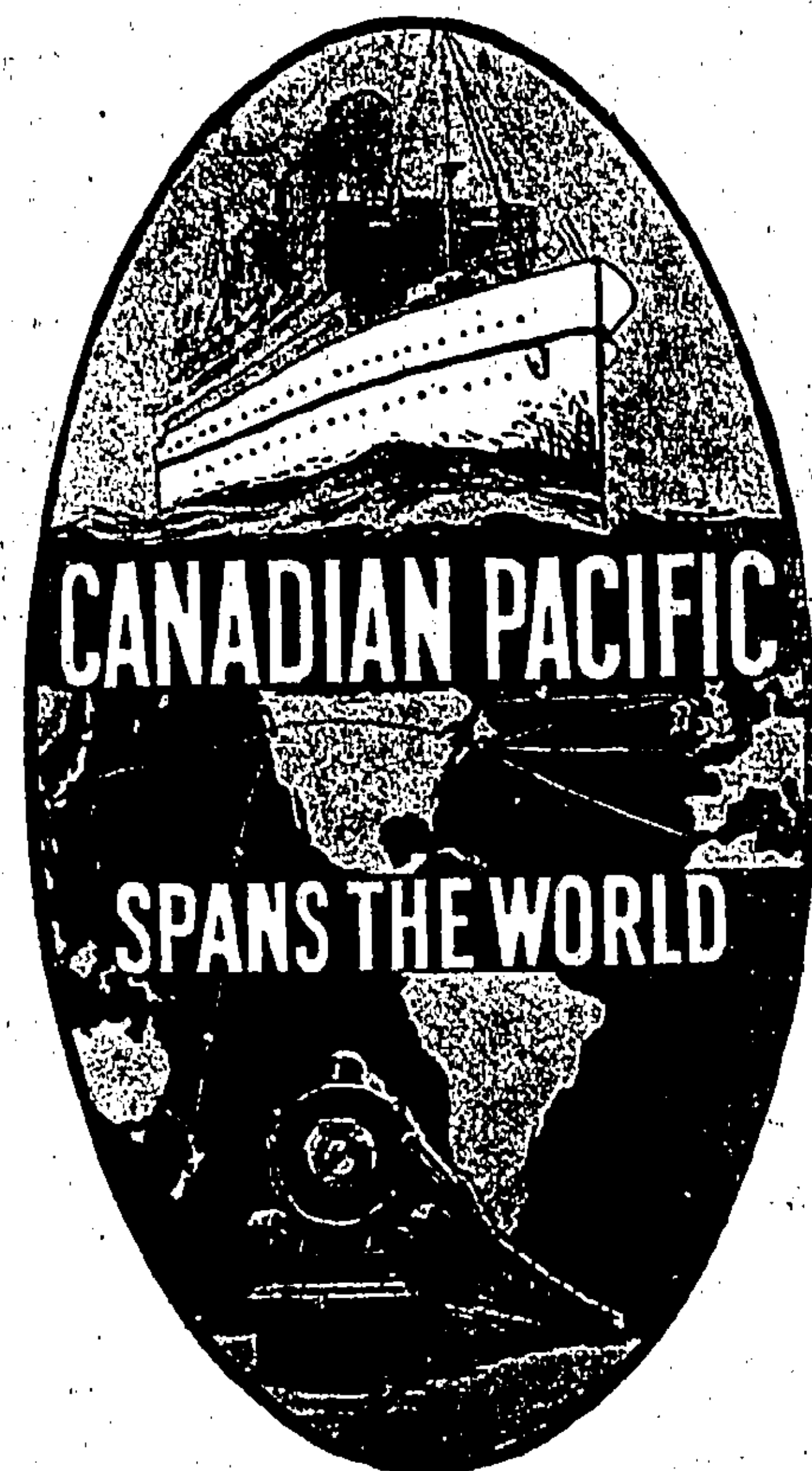
It must be remembered that, once engaged in regular service such as 24 round trips a year, the airships would of necessity be almost constantly exposed to all weather—sun, rain, hail, sleet, snow, and perhaps, ice. They would be unable to seek shelter in case of need, for it is only in calms that such vessels can be manoeuvred into and out of their sheds, even where such sheds are available.

Capital Expenditure.

But assuming the "life" of an airship engaged in such service to be as much as four years, during which period she would have travelled no less than 576,000 miles in 480 days—and it is difficult to believe that it could possibly be longer or even so long—then no fewer than 31 airships would be required to afford the same passenger accommodation as the one steamer during the latter's "life" of 25 years.

At a cost of \$450,000 each, which is stated to have been the cost of R100, though many people believe that it was actually much greater, the total capital expenditure would be close on \$14,000,000, as compared with the cost of one steamer, say, \$2,750,000. If the "life" of these airships proved to be only three years the capital cost would be increased to over \$18,000,000, and if only two years, which seems not impossible, then to \$22,000,000.

As regards the cost of maintenance, judging by the performance of the R100 and previous airships, this would necessarily be very great to ensure a possible "life" of four years or even a more probable "life" of two to three years. Operating expenses also, on account of the enormous mileage and the very large number of flying days involved, would be very costly, more particularly because the proportion of navigating officers and crew carried is relatively much larger than in the case of the steamship, and also because of the very numerous ground staff required at terminals. A further cause for expense is the fact that such airships would take



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[1,068 tons—Capt. Trott.]	[649 tons—Capt. G. J. Spink.]
OCTOBER.	OCTOBER.
WED. 15th MON. 27th SAT. 18th WED. 29th	TUES. 21st THURS. 23rd

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PROMINENT PASSENGERS ON BOARD.

The following passengers are aboard the s.s. President Jefferson, which left the Colony yesterday:—
Mr. H. V. Whelan—Far Eastern Representative of the Hudson Motors, travelling to Seattle.
Mr. and Mrs. Douglas Jenkins—Travelling to Shanghai. Mr. Jenkins is the American Consul General in Canton and is going to Shanghai to take over that position there.

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DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*MIRZAPORE	6,715	16th Oct. 4 p.m.	Straits, Colombo & Bombay.
*KHYBER	9,114	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
*MACEDONIA	11,120	8th Nov.	Bombay, Marseilles, & London.
*KIDDERPORE	5,334	11th Nov.	Straits, Colombo & Bombay.
*NAGPORE	6,293	15th Nov.	Marseilles, Barcelona, London, Hull, Hamburg, Rotterdam & Antwerp.
*KARNATA	9,128	22nd Nov.	Marseilles, London, Hull, Rotterdam & Antwerp.
*RAWALPINDI	16,619	6th Dec.	Bombay, Marseilles, & London.
*KALYAN	9,141	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
*LAHORE	5,304	27th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*RANCHI	16,650	3rd Jan.	Bombay, Marseilles & London.
*JEYPORE	5,318	10th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KASHMIR	9,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
*COMORIN	16,132	31st Jan.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to
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BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,000	18th Oct.	Singapore, Penang & Calcutta.
TALAMBA	8,018	25th Nov.	Singapore, Penang & Calcutta.
TALMA	10,000	27th Nov.	Singapore, Penang & Calcutta.

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EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	6,853	31st Oct.	Manila, Thursday Island, Townsville.
TANDA	6,956	5th Dec.	Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	2nd Jan.	

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London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KARNATA	9,128	17th Oct.	Shanghai, Moji, Kobe & Yokohama.
*BENALLA	—	18th Oct.	Shanghai & Kobe.
TALAMBA	8,018	22nd Oct.	Amoy, Shanghai, Moji, Kobe & Osaka.
*MACEDONIA	11,120	28th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	1st Nov.	Amoy, Moji, Kobe & Yokohama.
*LAHORE	5,304	5th Nov.	Shanghai, Moji, Kobe & Yokohama.
*RAWALPINDI	16,619	7th Nov.	Shanghai, Moji, Kobe, Osaka & Yama.
TANDA	6,950	11th Nov.	Amoy, Moji, Kobe.
*KARNATA	9,128	14th Nov.	Shanghai, Moji, Kobe, Osaka & Yama.
*JEYPORE	5,318	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
RANCHI	16,650	5th Dec.	Shanghai, Moji, Kobe & Yokohama.
*KASHMIR	9,985	15th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
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Hong Kong, April 1, 1924.

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THE Steamship "MIRZAPORE"

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October, 1930, at 4 P.M., taking
Cargo for the above Ports.
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rangement) will be transhipped at
Bombay into the Mail Steamer
proceeding direct to Marseilles
and London.

Parcels will be received at this
Office until Noon the Day of
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of all Packages must be declared.
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Hong Kong, 9th October, 1930.

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Steamer, "HILDA"
From Trieste, Venice, Brindisi, Port
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Penang & Singapore.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hong Kong and Kowloon
Wharf & Godown Company, Ltd., at
Kowloon, whence and/or from the
Godowns delivery may be obtained.
Optional Cargo will be forwarded
unless notice to the contrary be given
before 8th instant.

No claims will be admitted after
the Goods have left the Godowns, and
all Goods remaining undelivered after
the 14th instant will be subject to
rent.

All claims against the vessel must
be presented to the undersigned on or
before the 24th instant, or they will
not be recognized.

Chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on the
14th instant at 10 a.m. by our sur-
veyors, Messrs. Goddard & Douglas.
No Fire Insurance has been effect-
ed.

Bill of Lading will be countersig-
ned by:—
DODWELL & CO., LTD.
Agents.
Hong Kong, 8th October, 1930.

PASSENGER LIST

DEPARTURES

Per s.s. President Jefferson on

October 14:—

Carl Bamberger, Miss Mary J.
Cohen, Francis Copper, Mrs. R. D.
Elliot, Miss Jovita Fuentes, Mrs.
Margaret Killa, Dr. Juan Fuentes,
M. S. Polin, Miss M. S. Plin, Miss
Grace Sheeklen, Miss Lois Tracy,
Mrs. Fausta Fumar, Chas. Belch,
Mr. and Mrs. Douglas Jenkins, Dr.
I. Otto, H. V. Whelan.

Modern Grace Darling



Mrs. E. Wilson Hubbard, con-
ductress aboard Canadian
Pacific liner Duchess of York who
has just been awarded her life-
boatman certificate, a docu-
ment, not usually associated with
women since the historic case of
Grace Darling early in the nine-
teenth century, was won after she
had satisfied the examiners that
she was fully qualified to act in
emergencies at sea.

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STEAMER

CHANGTE

TAIPOING

21st Oct.

24th Oct.

27th Oct.

30th Oct.

1st Nov.

4th Nov.

7th Nov.

10th Nov.

INDO-CHINA STEAM NAVIGATION CO. LTD

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'au via S'ow & S'hai	HOPSANG	Sun., 19th Oct. at 7 a.m.
T'au via S'ow & S'hai	HANGSANG	Sun., 22nd Oct. at 7 a.m.
T'au via S'ow & S'hai	YATSHING	Sun., 26th Oct. at 7 a.m.
T'au via S'ow & S'hai	WAIHSING	Wed., 29th Oct. at 7 a.m.
T'au via S'ow & S'hai	CAICUTTA	Thurs., 16th Oct. at 3 p.m.
S'pore, Penang & Calcutta	NAMSANG	Sat., 25th Oct. at 3 p.m.
S'pore, Penang & Calcutta	KUTSANG	Fri., 7th Nov. at 3 p.m.
Osaka via Amoy, Shanghai	KUTSANG	Fri., 17th Oct. at 7 a.m.
Osaka via Amoy, Shanghai	YUENSANG	Wed., 5th Nov. at 7 a.m.
Osaka via Amoy & Kobe	HOSANG	Wed., 20th Oct. at 7 a.m.
Osaka via Amoy & Kobe	HINSANG	Wed., 22nd Oct. at Noon
Sandakan	MAUSANG	Sat., 1st Nov. at 3 p.m.
T'au via S'ow & Foochow	CHIPSANG	Sat., 31st Oct. at 7 a.m.
Tientsin via Swatow, Foochow	YUSANG	Sun., 19th Oct. at 7 a.m.

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A PIONEER.

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It is reported that San Francisco
that the Los Angeles Steamship
Company has replaced the burned
out City of Honolulu, originally the
Hamburg American Klauschau,
which has been condemned as past
repair, by the purchase from the
Nippon Yusen Kaisha of the Tenyo
Maru, a ship which is historic as
being the first modern liner to be
built in a Japanese yard, says the
Journal of Commerce.

She was ordered by the now de-
funct Toyo Kisen Kaisha from the
Mitsubishi Dockyard Company, and
as nothing like her size has ever
been attempted by Japanese builders
she naturally attracted a lot of at-
tention. Her keel was laid in 1905,
but practically all the material had
to be imported from England, and
it was not until May, 1906, that
work was started.

She was to be the first of three
turbine liners intended to replace
the British-built America Maru,
Hong Kong Maru and Nippon Maru
on the main service between Japan
and San Francisco, and was a steel
triple screw steamer of 13,454 tons,
driven at a speed of 20 knots with
turbines fed by 13 single ended
boilers.

The construction of such a ship
in Japan at that time was a daring
venture by the Toyo Kisen, but the
Russian War was over and the
Japanese saw no reason why their
country should not go straight to
the front. At the same time, they
fully realised the difficulties under
which they were working, and the
Tenyo Maru was one of the first big
liners to be fitted to burn oil fuel
under her boilers, coal being scarce
and dear in Japan after the war,
and oil being plentiful and cheap in
San Francisco.

Naturally enough she encountered
the usual difficulties of the pioneer,
it would have been extraordinary
had she not done so, but her mere
construction was a fine feather in
the cap of the Japanese, and they
improved on her design, particularly
in stability, so that the second ship
of the type was able to carry over
1,000 tons more cargo.

On trial she did 20.62 knots, and
was put on the Trans-Pacific trade,
where the Japanese were naturally
very proud of her. As she got older
the somewhat experimental ma-
chinery with which she was fitted
began to give trouble and her speed
dropped, while the T.K.K. was not
at that time in a financial position
to put her right.

There was a movement to pur-
chase her in Germany, but this fell
through, and in due course the
whole service was transferred to the
Nippon Yusen Kaisha, who imme-
diately showed their willingness to

spend money where it was neces-
sary. The Tenyo Maru was fitted
with two new high pressure tur-
bines, single reduction geared to the
centre shaft, and her speed was
greatly improved.

The advent of the new 19,000-ton
motor liners that the N.Y.K. has
built for the service makes the
pioneer Tenyo Maru surplus to re-
quirements, and for some time she
has been laid up. Her lack of carry-
ing capacity is of no disadvantage to
her purchasers, who are interested
in the passenger business only, but
in Japan she will always be remem-
bered as the pioneer of the ship-
building movement which in due
course gave the nation her present
place among the shipbuilding powers
of the world.

HONG KONG TIDE

The tide-table given below has been
obtained by aid of the Tide-predict-
ing Machine, which includes 40 com-
ponents for the better prediction of
tides, from the result of the analysis
of the tidal observations, taken at
the Kowloon tidal observatory under
the direction of Dr. Dobereck during
the years 1887, 1888 and 1889.

The times and heights are given
for Kowloon, but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.
The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

October 15 to 21, 1930.

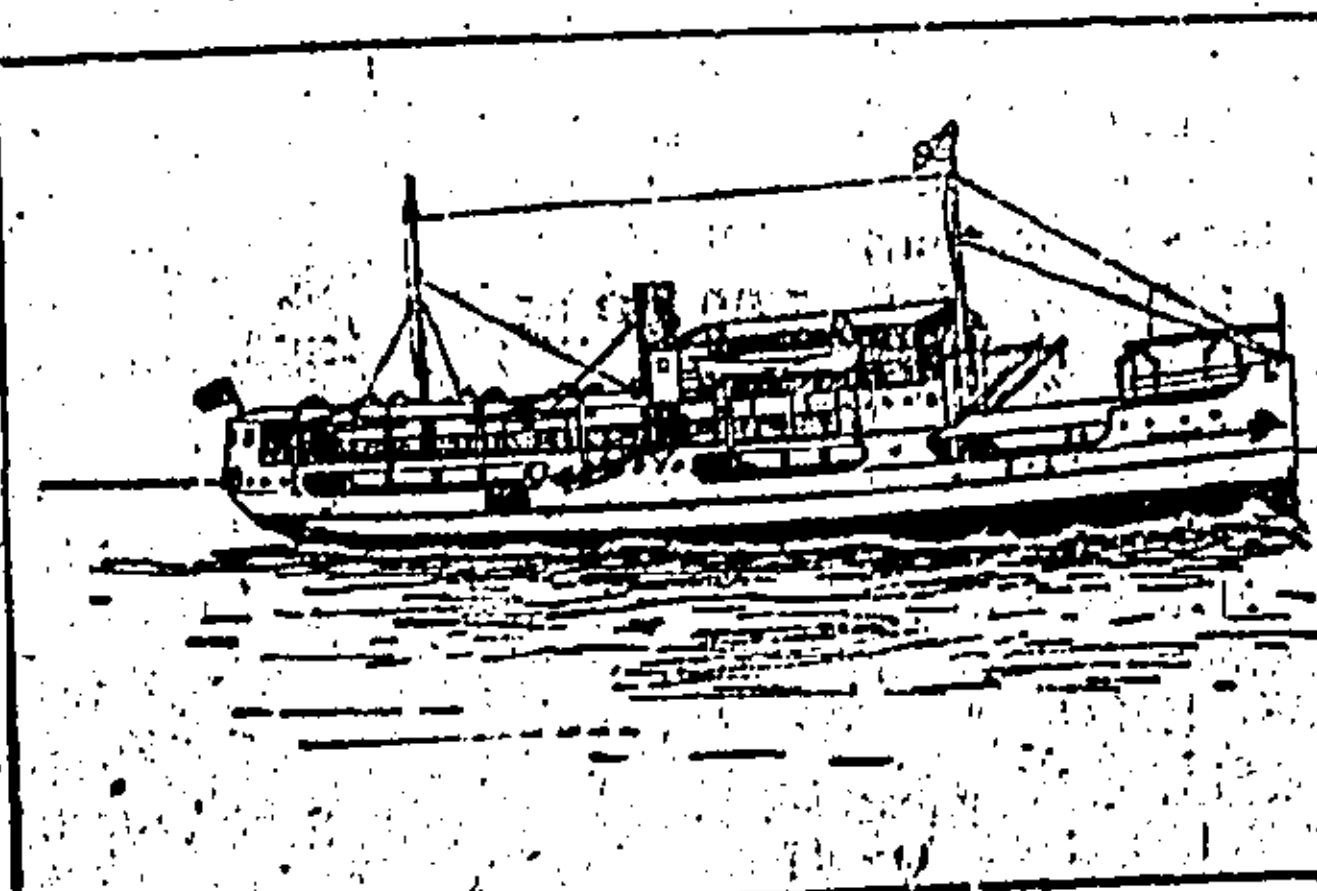
DATE	HIGH WATER	LOWER WATER
	Standard Times	Standard Times
October	Standard Times	Standard Times
Wed. 15	m 1 3 1/2 7.4 Noninferior H m 2 41 1/2 1.1	m 10 38 2.1 nor Low W m 11 4 1.9
Thurs 16	m 2 41 1/2 1.1 Noninferior H m 3 48 1.7	m 11 4 1.9 nor Low W m 12 10 2.7
Fri. 17	m 3 48 1.7 Noninferior H m 4 55 2.3	m 12 10 2.7 nor Low W m 1 16 3.5
Sat. 18	m 4 55 2.3 Noninferior H m 6 02 2.9	m 1 16 3.5 nor Low W m 2 22 4.3
Sun. 19	m 6 02 2.9 Noninferior H m 7 09 3.5	m 2 22 4.3 nor Low W m 3 28 5.1
Mon. 20	m 7 09 3.5 Noninferior H m 8 16 4.1	m 3 28 5.1 nor Low W m 4 34 5.9
Tues. 21	m 8 16 4.1 Noninferior H m 9 23 4.7	m 4 34 5.9 nor Low W m 5 40 6.7

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Two Pat-
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ways. The
dimensions
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Dock are
700 ft. x
86 ft. x 30
ft.



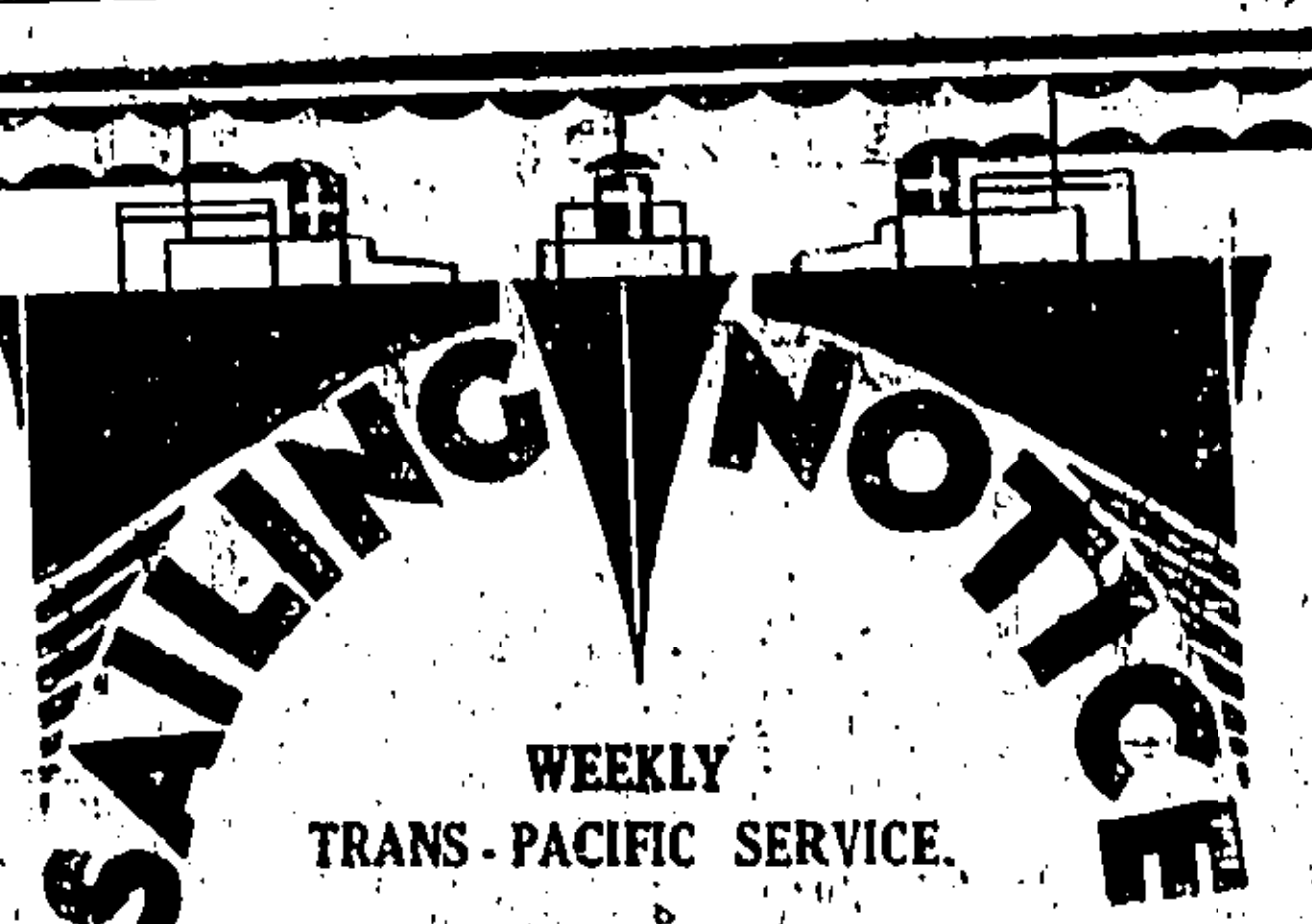
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ern Union
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kins.



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Pres. Grant, Tues., Oct. 21, 8 a.m. Pres. Lincoln, Tues., Oct. 29

Pres. Cleveland, Tues., Nov. 4 Pres. Madison, Tues., Nov. 11

Pres. Pierce, Tues., Nov. 18 Pres. Jackson, Tues., Nov. 25

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Pres. Wilson, Sun., Nov. 2, 8 p.m. Pres. Garfield, Sun., Nov. 30, 8 a.m.

TO MANILA

Pres. Lincoln, Oct. 21, 6 p.m. Pres. Madison, Nov. 4, 6 p.m.
Pres. Cleveland, Oct. 25, 6 p.m. Pres. Pierce, Nov. 8, 6 p.m.

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BATAVIA, MACASSAR, SYDNEY,
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PAGO PAGO.

arriving at HONOLULU, December 14,
and at SAN FRANCISCO, December 19.

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HONG KONG.

The China Mail

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Overland China Mail

[The weekly edition of the "China Mail" Annual subscription, H.K. \$13 including postage \$16, payable in advance.]

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ANNOUNCEMENT.

The wedding arranged between the Rev. L. N. Watkins and Miss Hazel Somerville will take place at St. John's Cathedral at 2.15 p.m. on Wednesday, October 22, 1930. No invitations are being issued, but all friends will be welcome at the Cathedral and at the reception to be held afterwards in the Cathedral Hall.

Hong Kong, Wednesday, Oct. 15, 1930.

GERMAN FASCISTS.

To those who have little or no opportunity to follow the recent trend of politics in Germany, it may have come as a surprise to read yesterday's cables concerning the clash between the National Socialists and the Fascists at the opening of the new Parliament. We learned from Reuters that loud laughter greeted the entry of the Nazis (German Fascists) in brown shirts and breeches with Swastika arm bands and tie pins, the wearing of which is banned in the streets, but the Communists turned up in common mufti. "Hail," shouted the brown shirts, rising and saluting as their leader, Goebbels, entered, ironical laughter coming from the other benches. In the meantime foot and mounted police without engaged in scuffles with demonstrators indulging in Fascist and Communist war cries. Whilst the Police were dealing with demonstrators outside the Reichstag, where 80 persons were arrested, Fascists raided the unprotected business streets and smashed the windows of Jewish shops, cafes, and hotels. There was much tumult inside the Reichstag during the formal business, but the session was adjourned without disorder.

The rise of the Fascists, which endangers the democratic Republic, is a symptom of German perplexity and exasperation with the state of the country, and its affairs, both at home and abroad. The movement is hard to understand, as its ideas are so strange to our own. These ideas are very naive. Strong among them is the old German feeling of anti-Semitism. Hitler's followers are in revolt against the international policies which have meant the carrying out of the Treaty of Versailles and resulted in the Locarno Pact with its surrender of the claim to Alsace-Lorraine, and its acceptance of the Young Plan of Reparations, and the continued disarmament of Germany. For this internationalism they naively blame the Jews, whom they accuse of an international outlook in politics and finance. They profess hostility to international capitalism, but they are opposed to socialism in the Marxian sense, and bitter enemies of the official Socialist Party, the Trade Unions and especially of the Communists. Their "socialism" is undefined, but it means vague promises of relieving all hardships, whereby they have attracted large numbers of the working class. The party is especially strong among the students and the younger members of the lower middle class. Its members wear uniform, and their demonstrations take the form of marches with brass bands, and other military accompaniments, an effective means of stirring German sentiment. The party has no positive programme. A German writer in the New Statesman affirms that its growth is an example of the power of slogans and emotional appeals over reason in political matters. The cry, "Down with the Republic and all that it stands for," has collected such a miscellaneous group of adherents that it is impossible to imagine them holding together on a positive programme. The party's stronghold is the State of Thuringia, whose Minister of the Interior, a former leader in the early revolutionary movement in Bavaria, has been organising the State police as Fascist shock troops. It is not likely that the Fascists will be easily subdued, any more than will their nearest rivals, the National Socialists; but, whatever happens, may Germany be saved from the throes of another upheaval which may mean a further economic disaster.

The keel plates of two destroyers, Crusader and Comet, and the mining school tender Nightingale were laid at Portsmouth Dockyard.

News in Brief.

The total output of the Kailan Mining Administration's mines for the week ended September 27 amounted to 114,932 tons, and the sales during the period to 93,822 tons.

H.M.S. Cornwall leaves Hong Kong for Singapore to-day where she will go into dock for a few days before sailing for Home. She is expected to arrive in Devonport on December 15.

A Public Lecture will be held at the Helena May Institute on Tuesday, October 21 at 5.30 p.m., when Father Finn will speak on "Renaissance Art." His Hon. Mr. P. Jacks in the chair. Admission 50 cents, Children 25 cents.—Adv.

For having cut down pine branches in a Government plantation, a Chinese woman was to-day fined \$25 with the alternative of three weeks' jail, by Mr. H. R. Butters at the Kowloon Police Court. —Mr. J. J. Hirst prosecuted.

A Chinese was charged at the Central Magistracy this morning before Mr. R. E. Lindsell for having in his possession 100 tins of raw non-Government opium. A fine of \$2,500, with the alternative of six months' imprisonment, was the penalty imposed.

A small fire broke out at about 7.45 this morning on the second floor of 88, Staunton Street and was extinguished by the inmates, assisted by Police. The glass at the fire alarm was broken, but the alarm was not sounded when it was found that the services of the Fire Brigade were not necessary.

A verdict of death due to misadventure was returned by a Coroner's jury who sat with Mr. H. R. Butters yesterday to inquire into the death of an earth coolie who was knocked down on the light railway track on the Castle Peak Road, on the afternoon of September 22, by a motor bus which was bound from Lai-chikok to the Star Ferry.

Stealing some iron bars from a vacant piece of ground belonging to the P.W.D. at Huihung, led to a Chinese being sentenced to five weeks' hard labour at the Kowloon Magistracy this morning. It was stated by Sergeant Slater that the bars were military property, but were stored by the P.W.D. Accused had engaged two coolies to transport the stolen bars.

The Hong Kong Excavation, Pile Driving and Construction Company were summoned before Mr. E. H. Williams at the Central Magistracy yesterday, for not providing fly-proof covers for latrines, dust bins, and other receptacles at the site of the new dam at Aberdeen. Mr. P. M. Hodgson appeared for the defence. Fines of \$25 on each of seven summonses were imposed.

A concert will be held at the Helena May Institute on Thursday, October 23 at 5.30 p.m. organised by Mr. Frederick Mason, A.R.C.O., L.T.C.L. assisted by Mrs. Snowdon-Jones (soprano), Mrs. Portallion (contralto), Mrs. Shand, L.R.A.H. (solo piano). Tickets may be booked in advance. Members, 30 cents, Service men 20 cents, Children 30 cents, Non-Members 50 cents. Tea must be booked. Telephone Matron 22160.—Adv.

The following four lots of Crown land were auctioned yesterday at the Crown Land Office:—Kowloon Inland Lot No. 2402, situated at Mong Kok Tsui, was sold to Mr. Loke Yuk-chung for \$49,200. Kowloon Inland Lot No. 2401, situated in Cedar Street was sold to Messrs. Lou Le-see, Chow Pan, Yeung Fai and Wong Wang-him for \$27,100. Kowloon Inland Lot No. 1409 was sold to Mr. Chung Chung-shan for \$17,600. Kowloon Inland Lot No. 1408, situated at the junction of Tai Po and Pei Ho Roads, was sold to Mr. Yip Pun at the upset price of \$7,200.

WARSHIPS IN PORT

The following British warships are in harbour to-day:—Herald—No. 4 buoy. Magnolia—In dock. Moth—No. 7 buoy. Seraph—East wall dock. Tarantula—In dock.

Foreign.
Admiral—Portuguese cruiser.

Man (in crowd). "Any 'ow, I'm glad I didn't back the 'orse you was given 'yesterday—'e comes in last."

Tipster: "Ere, ere, be reasonable. Why should the 'orse try to win if you don't back 'im?"

"I consider," said the motorist to a stout lady of plebeian aspect, with whom he had had the misfortune to collide, "that the fault was entirely yours, madam, for standing gaping about in the middle of the road in that manner."

"Was not gaping about," retorted the lady, "I was inhaling a cab."

CORRESPONDENCE.

THE FUTURE OF THE NEW TERRITORIES.

(To the Editor of "China Mail.")

Sir,—By the Treaty of Nanking dated August 29, 1842, made between Great Britain and China, wherein it was recited that where as the parties thereto were desirous of putting an end to the then "misunderstandings and consequent hostilities" which had previously arisen between the two countries, the parties thereto resolved to conclude a treaty for that purpose, it was by the third clause of the said treaty that it being "obviously necessary and desirable that British subjects should have some port at which they might careen and refit their ships when required and keep stores for that purpose," China ceded to Great Britain the island of Hong Kong, to be possessed in perpetuity by the latter.

By a lease dated March 20, 1860, China leased to Great Britain Tseem-sha-tsu, (Kowloon) and its neighbourhood situated in the sub-district of Kowloon in the District of Sun-On-to-Harry Smith Parkes, Esquire, the then British Commissioner, without stating any particular terms of years at an annual rental of 500 taels of silver.

By the Convention of Peking dated October 24, 1860, the above lease of Tseem-sha-tsu was cancelled and China ceded Tseem-sha-tsu to Great Britain in perpetuity.

By a Convention dated June 9, 1898, made between Great Britain and China wherein it was recited that whereas it had for many years past been recognised that an extension of Hong Kong Territory was necessary for the proper defence and protection of the Colony, such territory should be enlarged under lease, it was agreed that what is now known as the New Territories should be leased to Great Britain for 99 years. No option for renewal of the said lease is mentioned in the said Convention, nor is there any provision made for any compensation to be paid by China to Great Britain for improvements or otherwise at the termination of this lease.

A glance at a map of Hong Kong, Kowloon, and the New Territories will be sufficient to show the danger of losing the New Territories in 60 odd years' time. It will be noticed that, apart from the New Territories, the sole available sea of "Hong Kong" so far actually ceded to Great Britain, covers only Hong Kong—32 square miles, and old Kowloon—3.4 square miles.

Thirty-two years of the lease of the New Territories have already expired, and there now remains the residue of the term, that is, 67 years.

During the last 32 years very large expenditure and vast improvements have been made by Great Britain in the New Territories, one of the most important of which is the Kowloon reservoir in the Shing Mun Valley. In fact, we all know that water from the New Territories is being supplied not only to the Kowloon people but also to the island of Hong Kong.

I need not dwell on other improvements made in the New Territories as these are obvious to all local residents.

Visualizing the very vast improvements that will hereafter be made in the New Territories, it is painful to realize that, in 67 years' time, China would have the right to say to Great Britain:—"Your lease is now terminated, and we want back our property."

There can possibly be no good answer to such a request unless, in the meantime, an extension of such lease or any other arrangement be made before the expiration thereof.

I have no doubt that, if the "difference" which might hereafter arise regarding the New Territories should be brought to the notice of the League of Nations or to any similar Tribunal then existing, the decision will be against Great Britain. A possible solution might be in the following:—

We now hear from Reuters that negotiations are proceeding regarding the return of the Boxer Indemnity Fund, which amounts to some \$11,000,000 to China under certain conditions, after allocating \$265,000 to the Hong Kong University.

Would this not be an opportune time, in view of the short term of lease of the New Territories, for the Home authorities to be approached by the local authorities, prodded upon them the immediate desirability for negotiations to be entered between the two countries whereby a cession of the New Territories could be made to Great Britain in perpetuity for some valuable consideration out of the Boxer Indemnity Fund?

I am of the opinion that this momentous question should be immediately tackled by the Colony, and would urge for the consideration of the members of the Legislative Council this vital necessity.

WEDDING.

MR. DUNCOMBE-JEWELL AND MISS CRAIG

CEREMONY IN ST. JOHN'S.

Mr. Anthony Michael Duncombe-Jewell was married to Miss Gertrude Louise Craig yesterday afternoon in St. John's Cathedral. The ceremony was performed by the Very Rev. A. Swann.

The bride was dressed in white satin with a georgette costume and diamonds trimming. Her embroidered tulle veil was caught with a coronet of orange blossom. She carried a bouquet of white callium.

Miss Vera Bishop and Miss Jill Stokes were bridesmaids; the former wore a powder blue georgette dress and picture hat, and Miss Stokes had a Victorian styled frilled net frock of the same colour. Keith Martin, a nephew of the bride was the page boy.

The bride was given away by Mr. A. J. J. Martin and the duties of best man were discharged by Mr. E. Sewell.

A reception was later held at Lane, Crawford's Restaurant, where a number of friends were present to offer their felicitations. The honeymoon is being spent in Shanghai.

SUICIDE IN CELL.

INQUEST HELD ON A PRISONER.

A STRIP OF BLANKET.

The closing episode to the sensational happenings which followed in quick succession an attempted armed robbery at 203, Lai-chikok Road early on Sunday morning, took place in Mr. H. R. Butters' Court at Kowloon yesterday, when sitting as Coroner, with a jury, his Worship held an inquiry into the death of Au Yik, the remand prisoner, who committed suicide by hanging himself in a cell at Sham-shui-po Police Station at 12.30 p.m. on Monday, a little over two hours after his formal appearance before Mr. Butters charged with having been concerned in the attempted robbery.

A Chinese constable gave evidence of finding the man hanging by a strip of blanket from an iron bar in the cell, and with the help of others he took the man down.

An Indian constable said that only a quarter of an hour before the Chinese constable made his discovery, he saw the prisoner alive, sitting in a corner of the cell. Detective-Sergeant Meadows, who saw the body in the charge-room, deposed that it was that of the prisoner Au Yik who had appeared before the Magistrate on Monday morning.

When the Sergeant saw the man he appeared to be quite dead, but as the body was still warm efforts were made to revive him, but without success. About 20 minutes later the man was sent to the Kowloon Hospital, where Dr. Uttley found that life was extinct.

Dr. Uttley, who held the post mortem examination, said that death was due to strangulation. Two ribs were broken. This could be attributed either to hanging or to artificial respiration.

The jury returned a verdict of suicide by hanging.

Thomas Wolstenholme, aged 45, formerly a director of Messrs. T. Wolstenholme and Co., cotton manufacturers, of Portland Street, Manchester, who was arrested in Canada, was remanded at Manchester charged with fraudulent conversion, it being stated that £40,000 was involved.

Nineteen cases of infantile paralysis are reported from the department of Sarthe, France, and three deaths have occurred at La Mans.

LEGISLATION COUNCIL THIS VITAL NECESSITY.

A question in the following form might suitably be put by an Unofficial Member at the next Council meeting:—"Will the Government consider the advisability or desirability of making immediate representations to the Home Government by telegram, if necessary, urging the latter to effect negotiations, if possible with the Chinese Government whereby, instead of releasing the large Boxer Indemnity Fund, some portion thereof might be offered to China for the purchase and acquisition by Great Britain of the whole of the New Territories in perpetuity?"

An abler pen than mine might word the question differently, but as this matter has occurred to me only within the last 24 hours, I trust I will be excused for the moment for not having put the whole of this important question before the public in a better form.

Yours, etc.,

LEO D'ALMADA E. CASTRO.
Hong Kong, October 14.

ROUND THE WORLD.

ADVENTUROUS AUSTRIANS
ARRIVE.

AMBITIOUS PROGRAMME.

The *China Mail* was yesterday favoured with a visit from Mrs. J. Betty Starek, and Austrian lady, who, together with her husband, is making a tour of the world.

The travellers left Vienna in 1925, to make a tour of the world on horseback, and have since visited Serbia, Greece, Kurdistan, Persia, Russia, India, Burma, and the F.M.S. They arrived here a couple of days ago from Saigon aboard the *a.s. Halvard*.

Mrs. Starek, in an interview, told the *China Mail* that the itinerary from now on included a trip to Shanghai, from there to Peking, and across the Bohring Strait to Alaska. The travellers had already come across from Russia to Kashgar, and had a most hazardous trip through China, in the course of which it had been necessary to sell their horses.

In spite of numerous warnings, the intrepid pair, as shown by the diary kept by the lady, had traversed some of the supposedly most dangerous areas in China. "Nothing happened to us at all," said Mrs. Starek smilingly. "Although we were never quite certain what to expect."

Our globe-trotting friends produced a book to show that most of the newspapermen in the Far East had wished them "God Luck" on their venture, and accordingly the *China Mail* staff followed a good example.

Our good wishes go with them on their travels.

MASTER & MAN.

ALLEGED INCITEMENT TO
STRIKE.

KNITTING FACTORY CASE.

The Chinese master of the Lam Lung Knitting Factory, 171 Tai Nam Street, was this morning charged before Mr. H. R. Butters, with having assaulted Cheng Chun, a foki, on September 28. He pleaded not guilty.

Cheng told the Court that the defendant was his master, and that on the day in question he (Cheng) received a letter from his brother to return to the country. He asked permission to leave, and the defendant refused, at the same time he assaulted him by punching him a few blows in the chest. He said that a foki saw the fight, but whether that foki would come to Court to give evidence was hard to say, because he was afraid of the defendant.

Interposing, Police Sergeant H. G. Baker told the Magistrate that the complainant at first accused the defendant and another man of having pushed him over the verandah. A detective made enquiries into the matter, and found out that the complainant jumped over the verandah himself, fracturing his ankle.

Continuing, complainant said that he was chased out to the verandah on the first floor by the defendant, of whom he was not afraid. "Cheng called out 'save life' because he wanted help. He was of opinion that the defendant would kill him. Cheng denied having jumped over the verandah himself and said that he was pushed over. He was detained in the hospital for two weeks.

Asked if he had anything to say, defendant replied: that the complainant had been enticing other foki to strike. Since then six out of seven had left.

At this stage, Sergeant Baker said that they would call witnesses living opposite the factory.

The case was remanded till tomorrow.

WILFUL DAMAGE.

IRON HOOKS WRENCHED FROM
BUILDING.

A case of wilful damage was brought to the notice of Mr. H. R. Butters at the Kowloon Court this morning when a Chinese workman was charged with the larceny of several iron hooks.

Detective-Sergeant W. G. Humphreys, informed his Worship that the accused was employed in a building at adjoining the new Wing Lock Building, opposite the Star Theatre. Yesterday, the accused went to the latter place and wrenched the iron hooks from the walls. He had caused a considerable amount of expense and trouble by doing so.

His Worship sentenced the man to six weeks' hard labour.

FATE OF PRIESTS.

STILL IN HANDS OF
BANDITS.

NO RANSOMS.

Peking, Yesterday. Interest in the fate of Father P. Laffan and Father J. Linham, of the St. Columban's Mission, at Hanyang, who have been in the hands of bandits since April 26, has been re-awakened by a Chinese report from Ichang that the captives had been released.

Investigation disproved the report, but representatives of St. Columban's Mission are at the present time in Ichang endeavouring to negotiate for their release.

The policy of St. Columban's Mission, like that of other missions in China, is not to pay any ransom as it is feared that such a precedent once set would make the lives of the missionaries doubly insecure.

Some weeks ago an intermediary visited the priests' captors and returned with the demand for \$200,000 as ransom, also supplies of arms and ammunition. Further negotiations followed but have since broken down.

It was first reported that the two priests had been shot down when captured at Sictachen, but this was found to be untrue. Both priests are Irish, one from Limerick and the other from Cork.

Nanchang Threatened.

Peking, Yesterday.

Bandits are reported to have looted and partially destroyed Ki An, in north Kiangsi, and are again threatening Nanchang, the capital of Kiangsi Province.

A number of missionaries from Nanchang are leaving for Kiu-kiang.

RED MENACE.

SHIPS FIRED ON ALONG
YANGTZE.

Shanghai, Yesterday. According to reports from Hankow the Communist menace along the Yangtze continues unabated. During the past few days several Japanese steamers, including two gunboats, were fired on between Hankow and Ichang by Communists from the river banks.

Relief from the present situation is presaged by the decision of the National Government to launch a large scale campaign for the suppression of the Communists, especially those along the valley of the Yangtze. This has hitherto been impossible owing to the civil war.—Reuter.

NORTHERN WAR.

SHANSI FORCES CONTINUE TO
WITHDRAW.

Peking, Yesterday. The Shansi forces continue to withdraw to pass on the Provincial border. The Manchurians have now occupied the Railway as far as Sin Lo, only waiting for the withdrawal of the last Shansi unit to occupy Shihchiachung, the famous pass on the Shansi frontier, and it is expected that they will shortly control as far as the Yellow River.—Reuter.

BRAZIL'S REVOLT.

REBEL PORTS CLOSED BY
GOVERNMENT.

MOVE AGAINST SHIPS.

Rugby, Yesterday. Information has been received in London from Rio de Janeiro that the Brazilian Government has declared closed all ports held by the insurgents, including Pernambuco, and are anxious that no ships should call there.—British Wireless Service.

London, Yesterday. Despatches from correspondents at New York, Buenos Aires and Rio de Janeiro give conflicting accounts of the progress of the revolution in Brazil.

It is officially announced at Rio de Janeiro that the Federal forces have everywhere been successful and have cleared the rebels from the State of Minas Geraes, and are now attempting to encircle them; but news from Buenos Aires and New York declares that the rebels are advancing on the capital, after occupying Itaperuna, in Minas Geraes and are also moving on Sao Paulo after routing the Federals, with heavy loss, in a five hours' battle near the Sao Paulo-Parana frontier.—Reuter.

R.101 DISASTER.

HONOUR FOR FRENCH AIR
MINISTER.

TIMELY RECOGNITION.

Paris, Yesterday. It is officially announced that the Prince of Wales received the French Air Minister, M. Laurent Eynac, at St. James's Palace, and conferred on him the insignia of a Knight Grand Cross of the British Empire, to mark His Majesty's satisfaction with his assistance following the R101 catastrophe.

The British Government is at present considering the most suitable manner of recognising the services rendered by the local authorities and population.—Reuter.

NEW AIR ROUTES.

R.A.F. EXPEDITION IN WEST
AFRICA.

Rugby, Yesterday. A Royal Air Force expedition left Khartoum to-day on a tour of hitherto unexpected areas in West Africa. New air routes will be investigated during the five weeks' tour.—British Wireless Service.

DAY IN JAIL.

SENTENCE ON A DUTCH
CAPTAIN.

The Hague, Yesterday. Captain Borren, former commander of the troops at Curacao, has been sentenced by the Military High Court of Justice to one day's imprisonment in connection with the raid by Venezuelan filibusters on June 8, 1929, when the defence forces were taken unaware and the Governor and other officials were carried off and subsequently released.—Reuter.

Unique Christening at Banff



was witnessed recently at the Banff Springs Hotel when Hilda Banff Rocky Mountain Goat, 38-hour-old Story Indian papoose (inset) was christened in the courtyard of the hotel in the presence of about 500 guests and with A. E. Dewar, manager of the hotel, and Mrs. Dewar, acting as Godfather and Godmother. Left to right, the group consists of Mrs. Dewar, Hilda Banff Rocky Mountain Goat, mother of the infant, and A. E. Dewar.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED
IN CHINA MAIL.

Entertainments. Theatre. To-day — Queen's Theatre. "Sunny Side Up." To-day — Central Theatre. "Paramount on Parade." To-day — World Theatre. "Noah's Ark." To-day — Star Theatre. "Quality Street." To-day — Majestic Theatre. "Broadway Babies." Sports. See Special Sports Diary on page 8.

Home Mails. October 17—Inward from Europe via Negapatam, (Karmala) via Siberia (Hakone Maru); Outward for Europe via Siberia (Terukuni Maru) 10.30 a.m. (Karmala) 3.30 p.m. via Marseilles (Hakone Maru) 6 p.m.

Lammerts' Auction. October 17—At Sales Room, a large quantity of valuable household furniture, 2.30 p.m.

Miscellaneous. To-morrow—Guild of Martha and Mary "At Home," St. John's Cathedral Hall, 5-7 p.m. To-morrow—Lecture by Prof. L. Foster, University Arts Assn. October 20—Bridge and Mah Jong Drive in aid of H.K.W.G. & M.C.C. funds, Peak Club, 3.30 p.m. October 21—Lee Theatre; "The Royal Navy Ashore and Afloat," 9 p.m. October 21—Public lecture at Helena May Institute by Father Finn, 5.30 p.m.

VERGIL'S BIRTH.

BI-MILLENNARY CELEBRATED
TO-DAY.

Two thousand years ago, October 15, B.C. 70, there was born near Mantua one of the world's supreme poets, Publius Vergilius Maro, commonly known as Vergil or Virgil. This great man's character and life were as beautiful and scrupulously clean and polished as his writings. Like our own Milton and Tennyson, whom he influenced greatly, Vergil lived to write. That was his mission. He was a good man, a loyal friend, pure in character, greatly beloved, honoured when living, revered and lamented when dead. After his death his fame grew steadily, and during the Middle Ages both the poet and his writings were regarded as almost sacred.

When Vergil's first poems, ten pastorals called Eclogues, were published every one in Augustan Rome who read them recognised that a great poet, sounding a fresh note and master of the Latin tongue, had arisen.

In the golden literary age of Rome—the age of Lucretius, Catullus, Horace, Livy, Tacitus, etc.—Vergil was the acknowledged laureate. But despite the favour of the great Augustus and the respect and adulation of all the cultured people of the Roman world, the country-bred poet longed for green pastures and frequently escaped to his country retreat. And so it is not surprising to learn that his next publication, one which placed him at the head of Roman poets, was "The Georgics" which deals with country life and the art of husbandry. Augustus then asked Vergil to write something in an Imperial strain. The poet complied and the result, "The Aeneid," which describes in noble language and majestic imagery the wanderings and adventures of Aeneas, the mythical founder of Rome, is one of the greatest of all poems.

Vergil was busy furnishing this mighty epic when he was seized with a violent sickness, and, feeling that his hour was come, gave orders that the unpolished mass should be burned. Fortunately Augustus forbade such a catastrophe, and to-day the masterpiece thus saved from the flames is one of the six greatest poems in the world.

As his great admirer, Tennyson, says of him: Roman Vergil, thou that singest Ilion's lofty temples robed in fire, Ilion falling, Rome arising, wars, and final faith, and Dido's pyre!

Landscape-lover, lord of language more than he that sang the "Works and Days," All the chosen coin of fancy flashing out from many a golden phrase:

Then that simplest wheat and wood-land, and vineyard, hive and horse and herd; All the charm of all the Muses often flowing in a lonely word:

Now thy Forum roars no longer, fallen every purple Caesar's dome, the shrine, the altar of the gods, the sound for ever of Imperial Rome.

Now the Rome of slaves hath perished and the Rome of freemen holds her place, from out the Northern Islands a sundered once from all the human race, salute thee, Mantovano, I that loved thee since my day began, Wielder of the stateliest measure ever moulded by the lips of man.

NEW
ADVERTISEMENTS.

NOTICE TO HOLDERS OF ARMS LICENCES.

FROM WEDNESDAY, October 15th till FRIDAY, December 19th inclusive the Police Revolver Range at Bowen Road will be OPEN every WEDNESDAY and FRIDAY evening between the hours of 5.30 p.m. and 7.30 p.m., to enable licence holders to qualify for renewal of their licences on January 1st, 1931. In order to avoid congestion on the Range licensees requiring instruction should attend FRIDAYS only.

E. D. C. WOLFE, Inspector General of Police. October, 14, 1930.

NOTICE.

IT IS REQUESTED that all Civil Associations and Individuals, who wish to place wreaths on the Cenotaph at the conclusion of the Service on ARMISTICE DAY, will kindly inform the undersigned, in writing, before October 22nd, so that accommodation may be arranged within the Police barrier.

(Sd.) E. D. C. WOLFE, Inspector General of Police. Hong Kong, October 14, 1930.

HONG KONG JOCKEY CLUB.

ENTRIES—Ninth Extra Meeting, 1930.

THE CLASSIFICATION of PONIES will not be completed before the time fixed for the closing of entries. Owners are requested to enter for class handicaps in the usual manner. Entries for the Bonham Handicap and Caine Handicap will be accepted irrespective of the letters denoting Class under which they are made.

By Order, C. B. BROWN, Secretary. Hong Kong, 15th October, 1930.

MOTOR ACCIDENT.

WARDER'S CAR KILLS BOY OF 10 YEARS.

DASH ACROSS STREET.

A fatal motor accident was reported to the Police by Warder Connell yesterday. According to his statement it appears that he was returning to his home at No. 69 Wong-nai-chung Street at 7 p.m. when he was driving a white car and when he arrived at Queen's Road East, just near Tai Wong Street, a Chinese lad dashed across the street.

The boy was knocked down and sustained serious head injury. He was promptly removed to the Government Civil Hospital and died there at 10.30 last night. The unfortunate lad's identity has not as yet been established. His age was given as 10 years old.

SKIMMED MILK.

BREACH OF REGULATIONS OF
SALE.

To-day Heung Kau, of 32, Hai-phong Road was summoned before Mr. H. R. Butters with having exposed for sale at his shop, machine-skimmed tins of milk, the tins not bearing the words in English and Chinese: "This is skimmed milk. Children under the age of one year should not be fed on it."

Defendant pleaded that he bought his stock from the Siu Yick shop, Hong Kong. The tins were marked with that phrase in English but not in Chinese. A fine of \$25 was imposed.

CAFE PAVILION.

SUMMONS IN CONNECTION WITH
BAKEHOUSE.

Contravention of the by-laws governing bakehouses, formed the gist of a summons taken out by Sanitary Inspector J. Gellaly on Mr. John Videro, owner of the Cafe Pavilion bakery, 95, Nathan Road.

The summons was mentioned before Mr. H. R. Butters at the Kowloon Magistracy this morning. Senior Sanitary Inspector A. K. Taylor, for the prosecution, said that he understood that a solicitor would appear for the defendant. His Worship adjourned the hearing for 24 hours.

FILM THEME SONGS

WE HAVE THEM ON

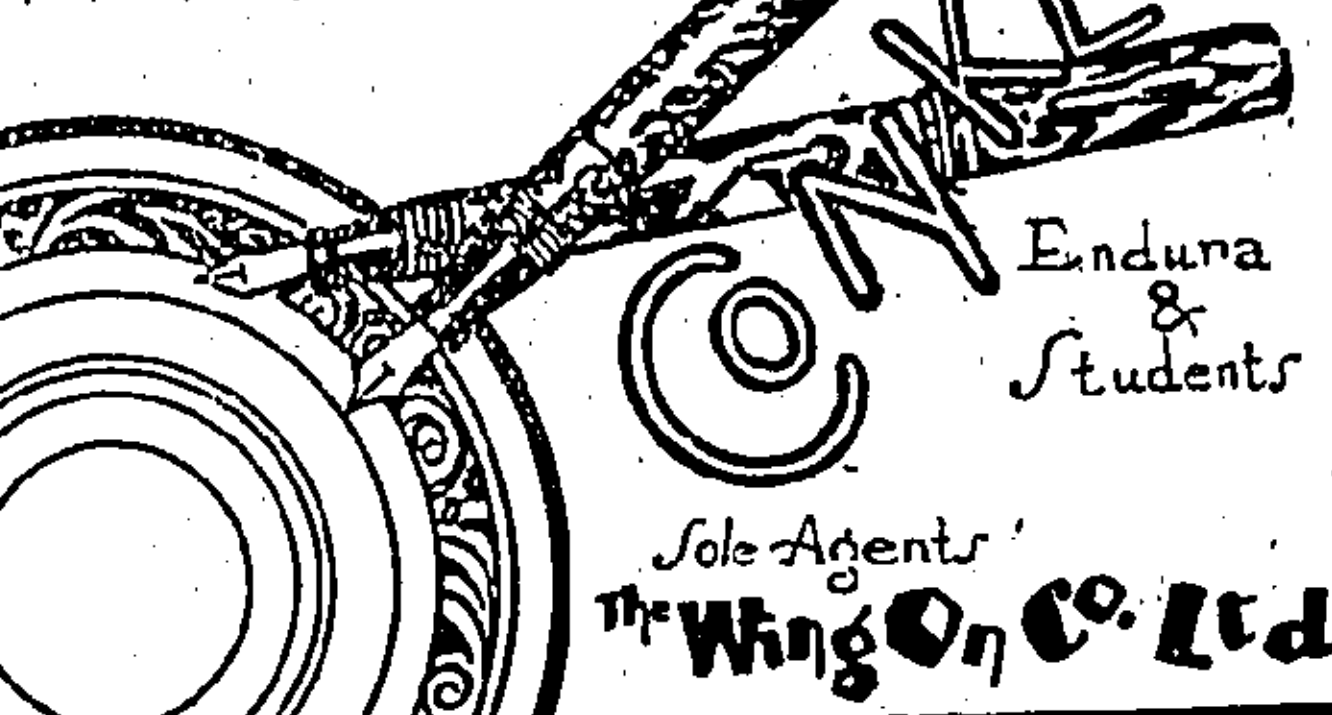
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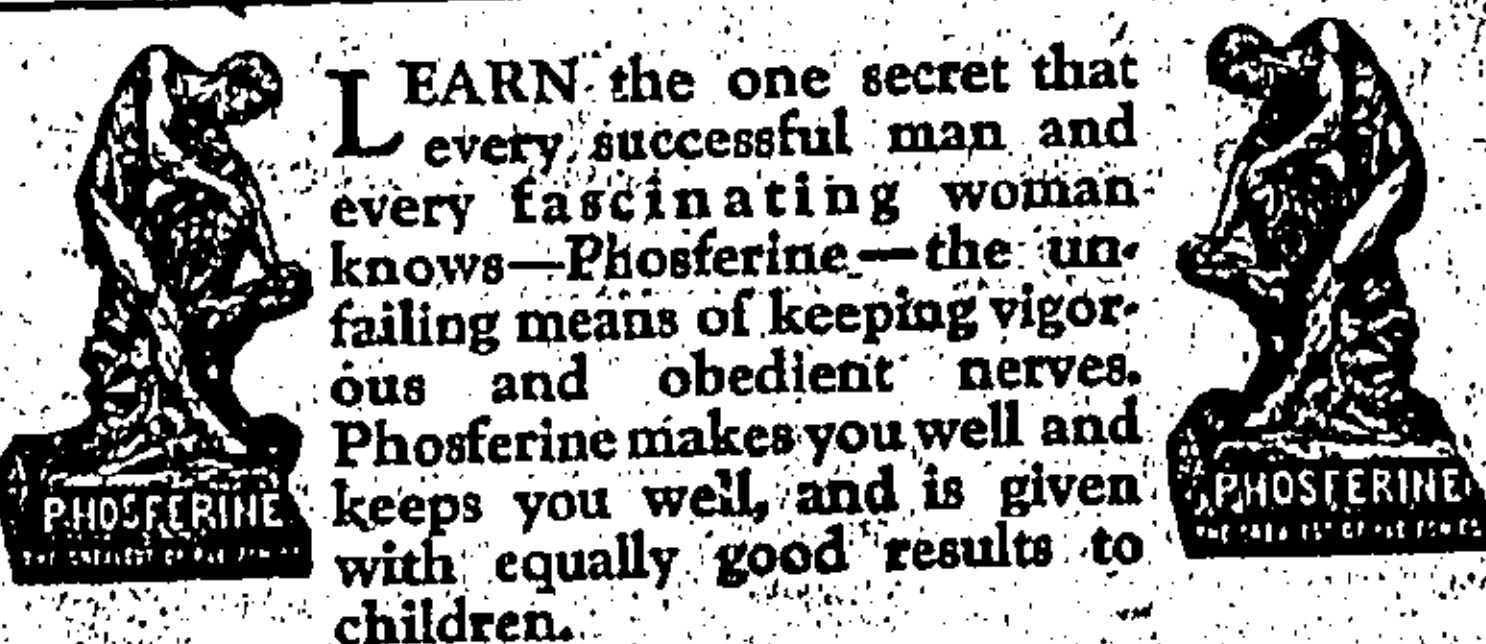
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BILLIARDS AND SNOOKER.

D.R.C. Just Defeat S.L.I.

ONLY TEN POINTS.

An interesting billiards and snooker match was held yesterday evening at the Dockyard Recreation Club between the Club and the W.O.'s and Sergeants of the Somerset Light Infantry. The result was a narrow victory for the Club.

Aggregate scores:—
The games resulted as follows:—

Billiards.	S.L.I.
J. W. Jefford	79 R.S.M. O'Hara 150
F. Jones	150 C.S.M. Trickey 73
A. Oswick	150 A.M. Q.M.S. 129
Snookey.	
F. Bell	Sgt. Grant
W. Gossett	57 C.S.M. Leigh 53
S. Alderman	Sgt. Collett
W. Whitecock	24 Sgt. Matthews 57
A. Gammon	C.S.M. Russell
G. Peard	63 Sgt. Jakeman 51

INTERPORT GOLF.

HONG KONG v. SHANGHAI IN FOURSOMES.

ALL SQUARE.

Shanghai. Yesterday. The Hong Kong-Shanghai golf Interport match opened to-day, with the foursomes matches, the teams finishing all square. Detailed results follow:

Wrigley and Smith (Hong Kong) defeated Denison and Benson, one up. Pettit and Huggatt (Shanghai) defeated Ferguson and Dr. Newton, two up. Budd and Prevost (Shanghai) finished all square with Martin and Lawrence.

The singles matches will be played to-morrow.—Reuter.

JUNIORS' PLAY FOR ADAMSON CUP.

The Adamson Cup for October played at Happy Valley by the Junior Section of the Royal Hong Kong Golf Club resulted:—

H. T. Brooks (qualifies)	92—18=74
Other scores were as follows:—	
G. McLeod	94—18=76
A. J. W. Doring	91—14=77
A. E. Charman	92—14=78
E. Moon	91—13=78
B. E. J. Buckridge	92—18=78
R. C. Wallace	89—10=79

A YOUNG 'MERMAID'

CHINESE GIRL WINS OPEN HARBOUR RACE.

RECORD BROKEN.

The annual harbour race for women was swum yesterday, and the much coveted honour went to a 12-year-old Chinese girl, Miss Young Sau-king. Only nine competitors dived off from the Police Pier, Kowloon, and all but two completed the distance.

Miss Young maintained a strong breast stroke all the way and she touched the Praya wall more than 100 yards ahead of her nearest opponent. Her time was 32 mins. 39 secs., which is the fastest time for women yet recorded.

The time and order in which the other competitors came in were as follows:—

Young Sau-king, 32.39.
Chan Yak-fai, 34.32.
Doris Hunt, 35.20.
Maudie George, 37.22.
Yuen Pui-chong, 37.47.
Enid Soull, 38.53.
Phyllis Hunt, 40 min.

HOCKEY.

A LADIES' MATCH FOR SATURDAY.

There will be a match between the Club de Recreio (Ladies' Section) and the Ladies' Hockey Club on Saturday at Sookumpoo, at 8.45 p.m.

The teams are as follows:—
Club de Recreio: L. Rocha, M. Baeto, C. Osmund, H. Leite, M. Alves, L. Xavier, C. Silva, E. Rocha, L. Silva-Netto, A. Alves, and C. Bodo.

H.K.H.C.: J. Smalley, E. Gray, E. J. Coppin, A. Owen-Hughes, B. M. Pope, M. L. Wallace, S. Kirkpatrick, N. McNeillie, E. R. Bell, J. Lack, and B. Lalng.

CHESS CLUB.

ELECTION OF NEW OFFICE BEARERS.

The annual meeting of the Chess Club was held in the Central British School yesterday evening; Mr. G. F. Nightingale being in the chair. After reviewing the activities of the past year, the following officers were elected:

President, Mr. G. Franklin Nightingale.
Vice-President, Mr. J. S. Smith.
Hon. Secretary, Mr. R. H. Jackson.
Hon. Treasurer, Mr. B. G. Hayes.
Captain, Mr. C. M. Segura.
General Committee: Messrs. D. E. Gervilly, E. W. Randall and G. E. Wong.

Sport Columns

SOCCER SENSATION

CHINESE PLAYERS LOSE AMATEUR STATUS.

CASE PROVED.

The case of the two Chinese football players, exclusively reported in the *Sunday Herald* on Sunday, came before the meeting of the Hong Kong Football Association yesterday evening.

It was mentioned that Chan Kwong-lu and Tso Kwai-sing, members of one of the teams in the Hong Kong Amateur League, had violated the rules by accepting money while touring Malaya as members of the Loh Hwa team.

After a prolonged discussion, a resolution was passed upholding the decision of the Emergency Committee that the charges were proved and that by having violated such rules, they have forfeited their amateur status and they are now accordingly debarred from playing in any amateur football game in the Colony.

Mr. R. Duncan said that the Emergency Committee had gone into the matter as thoroughly as they could. They sat from 6.30 p.m. till 9.45 p.m. and every thing was given a very fair hearing. The two players were taken before the Committee and were asked several questions regarding their tour. One of the answers was to the effect that the players were promised \$2 each a day for expenses and anything above that amount that was spent would be refunded.

No Permission. The players said that before they sailed they were given the sum of \$150 to buy a blazer, football gear and a dress suit. They were also asked if they had the permission of their Clubs to go on the tour, but they replied that they did not think this necessary as it was their own affair; questioned as to why they did not obtain permission of the Council before playing for a team not affiliated to the Association, the players said that they did not think it necessary, but later admitted they should have done so first. They say their mistake now.

Decision Upheld. Mr. Ormiston said there was no doubt that Rule 12 was infringed but they could not definitely prove that the men had lost their amateur status. He said the players had apparently been badly misled and he felt rather sorry for them.

More discussion ensued and Mr. G. T. May proposed that the decision of the Emergency Committee be upheld. This was seconded by Mr. A. Goldenberg and was carried by a majority.

CORNWALL'S MARINES BEAT UNIVERSITY.

The University "soccer" eleven were at home on their ground yesterday afternoon to the Marine team from H.M.S. Cornwall when an interesting, sporting game was played ending in a win for the Marines after they were behind one goal to nil in the first half.

The Varsity had most of the play in the first half, but managed to break through the Cornwall defence only once, Ong netting, with a clever shot.

The Marines asserted themselves in the second half and the Varsity defenders were given a lot to worry about. A fine piece of combination by the Marines took them well in and Packer scored with a well placed shot which gave the goal-keeper no chance. Soon afterward, following some ding-dong play, the Cornwall forwards again attacked and forced a corner, which gave them their winning point. The ball was well placed and Allcock had no difficulty in turning it into the net.

Those present at the meeting included Mr. J. Ormiston (Chairman), Captain Deakin, Messrs. Hollands, Duncan, Stokes, J. P. MacTavish, Goldenberg, May, and Lee.

All games in this competition are to be played on the H.K. Football Club ground.

The proposition was seconded by Mr. G. R. Sayer, and carried with great applause.

In replying, Mr. L. S. Greenhill expressed his thanks and said he had always found it easy to do things in the club because of the friendly spirit which prevailed, and as long as that spirit continued the club would come to no harm. He thanked the past Committees and the present Committee for their help.

The Chairman pointed out that their rules stated there should not be more than five life members and there were at present only three. Mr. Greenhill would make the fourth.

LAWN BOWLS. U. M. Omar qualified for the semi-finals of the lawn bowls open singles championship yesterday, when he defeated F. C. Goodman in the fourth round, on the Civil Service C.C. green, by 21 shots to 7.

A Happy Quartette at Empire Games. It was a great day at Hamilton, Ont., when the British Empire Games were opened; a day of sunshine and smiles, as is shown by the above picture of four distinguished Canadian citizens in the vice-regal box. Whatever the smile is born of, it is unanimous. Left to right: Mr. W. Bantley, Chairman and President of the Canadian Pacific Railway; His Excellency Viscount Willingdon, Governor-General of Canada; Hon. E. B. Bennett, Prime Minister of the Dominion; and Hon. J. Howie Ferguson, Prime Minister of the Province of Ontario.

H.K.C.C.

ANNUAL MEETING OF MEMBERS.

MR. HANCOCK AS PRESIDENT.

Mr. L. S. Greenhill, Hon. Secretary for a number of years, was unanimously elected a life member at the annual general meeting of the Hong Kong Cricket Club yesterday afternoon, under the chairmanship of Mr. T. E. Pearce.

Addressing the gathering the Chairman said, in part:—
The Second XI. are to be heartily congratulated on their successful season, winning 16 matches, drawing 3, and only losing 3 out of 22 played. They were also top of the 2nd Division of the League.

Mr. Owen Hughes and Mr. G. E. R. Divett have to be congratulated on heading both batting and bowling averages for the 1st XI. and 2nd XI. respectively. This double, double event must be unique in the annals of the club.

Favoured by good weather the annual tennis tournament was brought to a successful conclusion in record time. The cousins Rümjahn appear to have dug themselves into an unassailable position, as far as the open doubles is concerned. Mr. Honda came back to his own by winning the singles, after a lapse last year.

We had teams entered in all three divisions of the Tennis Leagues, finishing 4th in the "A" Division, 6th in the "B" Division and 2nd in the "C".

A successful "Hong" doubles tournament has just ended by Messrs. Dodwell & Co. winning, represented by Messrs. Bowker and Holmes.

The Accounts.

With regard to the accounts, I trust you will agree they are most satisfactory. You will observe the gross profit at working account is \$12,249.78, or \$1,800 better, than last year. This is only \$150 short of our record year in 1926/7. After providing for depreciation and interest, \$7,668.32, and writing off Interport expenses, we carry to reserve account \$3,321.57, or approximately the same amount as last year.

In the balance sheet, overdraft with our bankers is down to \$6,969.83. By the end of this year this amount should be entirely wiped out.

Election of Officers.

Mr. H. R. B. ("Dick") Hancock was re-elected President, and the following gentlemen were elected to the Committee:—Mr. P. M. Hodgson (representing non-playing members), and the following to represent playing members:—Messrs. H. J. Armstrong, J. R. Collis, A. C. I. Bowker, W. W. Mackenzie, E. J. R. Mitchell, H. Owen Hughes, T. E. Pearce and E. R. West. Messrs. Linstead & Davis were re-elected as auditors.

Mr. Pearce, in proposing that Mr. Greenhill be made a life member, said it was the unanimous wish of the Committee. As they were aware, Mr. Greenhill had been honorary secretary of the Club for many years, when times had been good and when times had been bad.

The proposition was seconded by Mr. G. R. Sayer, and carried with great applause.

In replying, Mr. L. S. Greenhill expressed his thanks and said he had always found it easy to do things in the club because of the friendly spirit which prevailed, and as long as that spirit continued the club would come to no harm. He thanked the past Committees and the present Committee for their help.

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AMAZING FIGHT WITNESSED.

Sideboards Tugged Lead to Foul.

FIVE ROUNDS!

After five rounds, in which the opponents boxed, kicked, hair-pulling, and did everything but wrestle, Billy Edwards, the "Canadian" pugilist, lost the bout at the Exhibition to Pat McGill, by knocking him out with a right swing. That ended an unpleasant display, says the *Adelaide Observer*.

McGill tugged at Edwards' sideboards, and the pugilist, enraged, knocked the Irishman unconscious with a right-handed punch to McGill's jaw. Two ambulance men came to his help, and the referee, Charles Honroth, lifted the fallen wrestler's hand in token of victory.

Referee Felled.

Edwards then punched the referee, who fell to the floor beside McGill. The crowd rushed to the ring, but was satisfied with counting Edwards out.

Contrasted to the shorter and lighter Edwards, McGill, who is 15 st. 2 lb., appeared in a gaudy green dressing gown, which was adorned with a golden harp a square yard. Edwards weighed 13 st. 8 lb.

McGill concentrated on Edwards' right arm to bring him to the boards, but Edwards countered this by slapping the Irishman in the face.

The referee warned the Canadian, who flew to the ropes whenever he got in trouble. Exasperated at this, McGill grabbed Edwards by the legs in the second round, and hauled him back. The Canadian gripped McGill's leg to counter a giant swing. Edwards had McGill close to a fall, but the Irishman converted the hold into a splits, and Edwards wormed his way to the ropes.

Thrown on Spectators.

Edwards countered a body scissors by uppercutting, and the Irishman rushed him into a corner, and rained blows on Edwards. McGill finished a hectic round by throwing Edwards on to the spectators.

McGill, who was concentrating on the crutch hold in an effort to bring off his popular aeroplane spin, was attacking most of the third round, and once Edwards saved himself by clinging to the ropes, Edwards was also lucky to escape a fall early in the fourth round when McGill held both Edwards' legs in the air and forced his shoulders on the mat. The Canadian stepped over the ropes. Edwards broke a short arm scissors by planting his foot on McGill's neck.

McGill scuttled out of the ring to get out of a painful toehold. This was followed by a fight, and the referee ordered both men to their corners, and warned them.

Edwards jostled McGill out of the ring, and the Irishman pulled his hair. Edwards then butted McGill in the stomach, Edwards, with blood dripping from his mouth, suffered in a short arm scissors. He bridged out, but McGill applied a headlock, during which he pulled Edwards' sideboards. It was then that Edwards fouled McGill.

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Our Sports Diary

LOCAL.

Aquatics — To-day — Open Harbour Race, 5 p.m.
Boxing — To-day — Somersets v. Argylls, Murray Barracks.
Tennis — To-day — Inter-Faculty Match—Engineers v. Medicals, 4.15 p.m.
Hockey — To-day — Radio Sports Club v. University, 5.15 p.m.

Saturday—Club de Recreio Ladies v. Ladies Hockey Club, Sookumpoo, 3.45 p.m.
Rugby Football — To-day Second Trial Match, Happy Valley.

Monday—Royal Hong Kong Yacht Club, 5.15 p.m.

Fencing — To-morrow—Somersets Bayonet Fencing Competition.

Friday—Somersets' Bayonet Fencing Competition.

Monday—Royal Hong Kong Yacht Club.

Football — To-day—R. Signals v. R. Engineers (Chatham Road); 12 Bty. R.A. v. R.A.S.C. (Happy Valley).

To-morrow—H.Q. Co. S.L.I. v. "B" Co. S.L.I. (Sookumpoo); "P" Co. Argylls v. 20 Bty. R.A. (Chatham Road); "C" Co. Argylls v. R.A.O.C. (Happy Valley).

Friday—12 Bty. R.A. v. H.Q. Co. Argylls (Sookumpoo); 31 Bty. R.A. v. R.A.M.C. (Chatham Road).

Saturday—First Division—St. Joseph's v. Chinese Athletic; South China v. Club; Kowloon F.C. v. Police; Argylls v. Somersets; Club de Recreio v. Royal Artillery; Second Division—Kowloon F.C. v. St. Joseph's; Club de Recreio v. Argylls; Navy v. South China; Eastern v. Club; Somersets v. Chinese Athletic; University v. Royal Artillery; Third Division—R.A.O.C. v. Ewo; Royal Air Force v. Somersets; Royal Engineers v. South China; Fukien v. Chinese Athletic.

Racing — To-morrow — Entries close for ninth Extra Race Meeting, noon.

Sunday — Fanling Hunt, Steeplechases, Kwanti.

October 25—Ninth Extra Race Meeting.

Ping Pong — To-morrow—Kam Chan-man v. So Pui-yip (South China A.A.); Lai Fui-lum v. C. A. L. Rumjahn (Kowloon Chinese Y.M.C.A.); Chang Sum-chuen v. A. V. Gosano (Kowloon Chinese Y.M.C.A.).

Friday—Junior League—Jin Kun School v. Hip Wah A.A. (Fukien A.A.); Kangto School v. Hip Keung A.A. (Chinese Catholic Club); Filipino Club v. Chinese Catholic Club (Chinese Catholic Club).

Saturday—Lee Hon-kee v. Lam Ka-huen (Kowloon Chinese Y.M.C.A.); Lee Koon-lan v. Chu Kam-kook (Kangto School).

Sunday—Junior League—Nam Mo A.A. v. Wah Ying Club (Kangto School).

Monday—Junior League—South China v. Commercial Press (Chinese Catholic Club); Nam Chung A.A. v. Indian R.C. (Chinese Catholic Club); Chinese A.A. v. Kangto School (Kangto School).

Rifle Shooting—Friday—Annual Meeting of League, French Bank Building, 5.30 p.m.

Cricket — Saturday—C.S.C.C. v. C.C.C.; University v. I.R.C. (League); C.C.C. II. v. C.S.C.C. II.; I.R.C. v. University (L.).

Lawn Bowls—Saturday—Taikoo R.C. Closing Day.

Sunday—Inter-Departmental Final—Sanitary Department v. Revenue Department, Police R.C. Green.

Yachting — Saturday—Menagerie Race.

Monday—Annual Meeting of Members.

October 25—Menagerie Race.

November 1—Opening Cruise.

November 8—First Championship Race.

Golf—Saturday and Sunday—Captain's Cup, K.C.C.

November 2—Opening of "New Course" Fanning.

Baseball—Saturday—Texaco v. Kloras.

Sunday—Japanese v. South China.

POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

List of ships expected to be in wireless communication with Hong Kong to-day:—Gosan Maru, Remscheid, Diomed, Calchas, Andre Lebon, Lima Maru, Hozan Maru, Nanko Maru, Kusan Maru, Benalla, Coblenz, and Empress of Asia.

INWARD MAILS

From	Per
WEDNESDAY, OCTOBER 15.	
Sandakan	Tilliwong
Shanghai	Mirzapore
Calcutta and Straits	Kut Sang
THURSDAY, OCTOBER 16.	
Europe via Negapatnam (Papers only, London, Sept. 18)	Hector
Shanghai and Swatow	Sui Yang
FRIDAY, OCTOBER 17.	
Japan, Shanghai and Europe via Siberia (London, Sept. 27)	Hakone Maru
Europe via Negapatnam (Letters only, London, Sept. 18)	Karmala
Japan	Kanagawa Maru
Straits	Benalla
SATURDAY, OCTOBER 18.	
Sourabaya	Lemaire
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Sept. 19)	President Fillmore
MONDAY, OCTOBER 20.	
Amoy	Tittleboet
Japan	Aki Maru
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Sept. 26)	President Lincoln
WEDNESDAY, OCTOBER 22.	
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver, B.C., Oct. 2)	Empress of Canada

OUTWARD MAILS

For	Per
WEDNESDAY, OCTOBER 15.	
Foochow	Chinhua 3.30 p.m.
Amoy	Tsinan 3.30 p.m.
Shanghai, Japan and *Europe via Siberia	Terukuni Maru 3.30 p.m.
Swatow	Van Heutsz 3.30 p.m.
Samsui & Wuchow	Tai Hing 4 p.m.
THURSDAY, OCTOBER 16.	
Hoihow, Pakhoi and Haiphong	Menado Maru 8.30 a.m.
Straits and Calcutta	Tjikarang 10.30 a.m.
FRIDAY, OCTOBER 17.	
Swatow, Amoy & Foochow	Parcels Noon.
Shanghai, Japan and *Europe via Siberia	Letters 1 p.m.
Straits, Ceylon, India, Mauritius, *E. & *S. Africa, Aden, Egypt and Europe via *Marseilles	Hydrangea 3 p.m.
K.P.O. Registration Oct. 17, 4.30 p.m.	Shun Chih 4.30 p.m.
Letters 4.30 p.m.	Kut Sang 5 p.m.
SATURDAY, OCTOBER 18.	
Shanghai	Benalla 10.30 a.m.
Straits, East Africa via Mombasa and South Africa via Lourenco Marques	Kanagawa Maru 1.30 p.m.
Amoy	Kwangtung 3.30 p.m.
Shanghai, Japan, *Canada, Honolulu, California, C. & S. America and *Europe via San Francisco	Shinyo Maru (Due San Francisco, Nov. 12 and *Europe via Siberia.) Registration Oct. 18, 4.15 p.m.
Foochow via Swatow	Letters 5 p.m.
Manila	President Fillmore 5 p.m.
SUNDAY, OCTOBER 19.	
Bangkok via Swatow	Kwangchow 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru 9 a.m.
MONDAY, OCTOBER 20.	
Japan, *Canada, Honolulu, California, C. & S. America and *Europe via San Francisco	President Grant (Due San Francisco, Nov. 12 and *Europe via Siberia.) Registration Oct. 20, 3 p.m.
Shanghai and *Europe via Siberia	Letters 4.15 p.m.
*Manila, *Australia and *New Zealand via Thursday Island	President Grant Registration Oct. 20, 5 p.m.
Australia and New Zealand via Manila and Thursday Island	Letters 6 p.m.
	Aki Maru (Due Thursday Island, Nov. 3.) Registration Oct. 20, 5 p.m.
	Letters Oct. 21, 8.30 a.m.
	Change (Due Thursday Island, Nov. 1.)
	Parcels Oct. 20, 5 p.m.
	Registration Oct. 21, 9.45 a.m.
	Letters 10.30 a.m.

*Superscribed correspondence only.

DYNAMITE PERILS.

STEERSMAN OF TRADING JUNK CHARGED.

IGNORANCE NO EXCUSE.

The Chinese steersman of a trading junk was to-day charged before the Marine Magistrate on three counts as under:

(1) Transshipping or dealing with dangerous goods—dynamite—at a place other than the dangerous goods anchorage: at 2.30 p.m. on October 13;

(2) Anchoring the vessel within 500 yards of another vessel whilst having dynamite on board, without a permit from the Harbour Master; and

(3) Failing to fly a red flag whilst working dangerous goods in the harbour.

Defendant admitted all charges. Mr. W. D. Owen, who appeared for the defence, said that he was asked by the defendant to say that he was sorry that he had unintentionally broken the law because he was ignorant of the regulations on that point. Defendant had never carried cargo of this sort before.

The Magistrate said that he could not accept a plea of ignorance of the law. This was not only a matter of danger to the accused himself but to others in 20 or 30 junks in the vicinity.

Asked regarding the quantity of dynamite on board, Lance-Sergeant Hill said that there were 23 cases on board, containing 18,400 sticks.

Magistrate: That is 1,250 pounds of dynamite—a serious matter. On charges 1 and 2 defendant was fined \$50 or one month, and on charge 3 \$10 or one week's imprisonment.

Coxswain Charged.

The coxswain of a motor boat, which had brought the dynamite from Green Island under a removal permit and was transferring the dynamite to the junk in the junk anchorage when the Police arrived on the scene, was next charged on similar counts.

He admitted only the first charge. With regard to charge 2 he said that his anchor was not down, and in reply to charge 3 said that he was flying a red flag.

Sub-Inspector Munro withdrew the third charge, and after referring to the Ordinance, the Magistrate announced that on charge 2 defendant had escaped on a technical point—his junk was not anchored. This charge must therefore be dismissed.

On the first charge defendant was fined \$50 or one month's imprisonment.

The Irish mail train from Euston was delayed for nearly an hour near Crewe, when one of its two locomotives developed a mechanical defect.

"LOOK IT UP."

LICENCE FOR MORE THAN ONE DINGHY.

UNUSUAL SUMMONS.

Lance-Sergeant McGreavy charged a boatman, described as foki of an unnumbered dinghy, living on board cargo junk No. 127-V, for failing to have a licence for the dinghy.

Mr. Leo d'Almada, who appeared for the defence, said that he would admit that the dinghy was not licensed, but the defendant was a foki of the cargo boat, and licences for cargo boats, and trading and fishing junks were allowed one dinghy. The junk referred to in the case came under that category, and one dinghy would be treated as part of accessories.

Sub-Inspector Munro announced that he wished to press the charge.

Mr. d'Almada then submitted that the Ordinance was not intended to cover dinghies. If it did, he might go so far as to say that every life boat on ocean going vessels would have to be licensed.

The Magistrate announced that he was in agreement with Mr. d'Almada.

Mr. Hillier said that he was not sure, but he believed that he had come across a reference in the Ordinance to the matter of one or more dinghies. One dinghy need not be licensed, but any over that number attached to a cargo boat must have licences. He had tried to find the reference just before the Court sat.

Magistrate: Look it up, will you? I shall adjourn the case sine die.

Showman's assistant: "What's wrong with our new dwarf? He doesn't seem to draw."

Showman: "Of course not! See what a mess you've made of the advertisements. You've put his height at three feet. Make it thirty-six inches, and the people will come with a rush!"

The Irish mail train from Euston was delayed for nearly an hour near Crewe, when one of its two locomotives developed a mechanical defect.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	1/3 9/16
Bank, on demand	1/8 9/16
Bank, 4 months' sight	1/8 11/16
Credits, 4 months' sight	1/4 1/4
Documentary, 4 months' sight	1/4 3/4
On Paris—	
On demand	802 1/2
Credits, 4 months' sight	842 1/2
On New York—	
On demand	31 1/2
Credits, 60 days' sight	32 1/2
On Bombay—	
Wire	87 1/4
On demand	87 1/4
On Calcutta—	
Wire	87 1/4
On demand	87 1/4
On Singapore—	
On demand	87 1/4
On Manila—	
On demand	68 1/2
On Shanghai—	
On demand	Tls. 80 1/4
Dollar	9% dis.
On Yokohama—	
On demand	63 1/2
Sovereigns (Bank's buying rate)	1/4 3/16
Silver (per oz)	16 13/16
Bar Silver in Hong Kong	Par.
Copper Cash	Nominal.
Copper Cents	3% prem.
Rate of Native Interest	3 1/2% p.a.
Chinese Sub. Coin	24 1/2% dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES

Rugby, Yesterday.	
Paris	123.925
New York	4.85 13/16
Brussels	34.85
Geneva	25.00
Amsterdam	12.06
Milan	92.795
Berlin	20.435
Stockholm	18.09
Copenhagen	18.16
Oslo	18.16
Vienna	34.445
Prague	163.94
Helsingfors	192.7
Madrid	50.15
Lisbon	108.25
Athens	375
Bucharest	817
Rio	Nominal
Buenos Aires	37
Montevideo	38 1/2
Bombay	1/5 3/4
Shanghai	1/7 1/2
Hong Kong	1/3 9/16
Yokohama	2/0 1/2
Silver Spot & Forward	16 13/16
—British Wireless Service.	

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 15th Oct., 1930.

STOCK	Buyers	Sellers	Sett.	Norm.	Fls. Year	Last dividend and when paid
Banks.						
Hong Kong Bank	1517 1/2	1520	Dec.			[Interim 2 1/2 a/c 1929] Aug. 11, 30
Chartered Bank	...	...	Dec.			[Interim 7 1/2 free 1/2 a/c 1929] Sep. — 30
Mercantile Bk., Aust.	...	...	Dec.			[Int. 2 1/2 a/c 1929] Sep. — 30
Bank of Asia	...	...	Dec.			[Int. 2 1/2 a/c 1929] Feb. 25, 30
Insurance.						
Canton Ins.	1080	...	Dec.			[Final 2 1/2 for 1929] May 16, 30
Union Ins.	442 1/2	450	Dec.			[Final 1 1/2 for 1929] May 30, 30
China Underwriters	2.65	2.70	Dec.			[Final 2 1/2 for 1929] May 30, 30
China Fire Ins.	100	...	Dec.			[Final 2 1/2 for 1929] May 30, 30
H. K. Fire Ins.	1080	...	Dec.			[Int. 2 1/2 for 1929] Mar. 25, 30
Shipping.						
Douglases	27 1/2	27 1/2	Dec.			Last dividend for 1929 Mar. 4, 30
H. K. Steamboat	26 1/2	26 1/2	Dec.			[Int. 2 1/2 for 1929] June 19, 30
Indo-China (Pref.)	...	...	Dec.			[Int. 2 1/2 for 1929] July 8, 30
Shell Transports	...	...	Dec.			[Int. 2 1/2 for 1929] Mar. 10, 30
Union Waterboat	...	...	Dec.			
Mining.						
Benguet	...	...	Dec.			[Interim 1 1/2 for 1929] Sept. 30, 30
Kailash Mining Ad.	...	...	Dec.			[Interim 1 1/2 for 1929] June — 30
Langkat	...	...	Dec.			[Int. 2 1/2 for 1929] May 8, 30
S'hai Exploration	...	...	Dec.			[Int. 2 1/2 for 1929] July 1, 30
Loans	...	...	Dec.			[Int. 2 1/2 for 1929] Sep. 26, 30
Rails	...	...	Dec.			
Docks, Wharves, Godowns, &c.						
H. K. & K. Wharves	164	...	Dec.			[Int. 2 1/2 for 1929] Mar. 13, 30
H. K. & W. Docks	...	...	Dec.			[Int. 2 1/2 for 1929] May 7, 30
China Provident (old)	...	...	Dec.			[Int. 2 1/2 for 1929] Sep. 12, 30
Hongkong	...	...	Dec.			[Int. 2 1/2 for 1929] July 30, 30
N. Engineering	...	...	Dec.			
Shanghai Docks	123	...	Dec.			
Land, Hotels & Buildings.						
H. K. & S. Hotels	11.20	11.40	Dec.			[Int. 2 1/2 for 1929] Apr. 7, 30
H. K. Lands (old)	76 1/2	77	Dec.			[Int. 2 1/2 for 1929] Aug. 8, 30
" (new)	75	...	Dec.			[Int. 2 1/2 for 1929] July 31, 30
Shanghai Lands	305	...	Dec.			[Int. 2 1/2 for 1929] May 7, 30
Humphreys	...	...	Dec.			[Int. 2 1/2 for 1929] Sep. 4, 30
H. K. Realities	3.30	...	Dec.			[Int. 2 1/2 for 1929] July 31, 30
Chinese Estates	...	...	Dec.			
Cotton Mills.						
Ewo Cottons	12.60	...	Dec.			[Final 2 1/2 for 1929] Mar. 17, 30
Shanghai Cotton	...	...	Dec.			[Int. 2 1/2 for 1929] May 25, 30
Zoong Sings	10 1/2	...	Dec.			[Int. 2 1/2 for 1929] Pending
Public Utilities.						
H. K. Tramways	17 1/2	17.60	Dec.			[Int. 2 1/2 for 1929] Aug. 27, 30
Peak Tram (old)	...	...	Dec.			[Int. 2 1/2 for 1929] June 16, 30
" (new)	...	...	Dec.			[Int. 2 1/2 for 1929] Feb. 14, 30
Star Ferry	...	...	Dec.			[Int. 2 1/2 for 1929] May 13, 30
China Light (old)	24.35	...	Dec.			[Int. 2 1/2 for 1929] Mar. 13, 30
" (new)	24 1/2	...	Dec.			
H. K. Electric	76 1/2	...	Dec.			
Macao	...	...	Dec.			
Sandakan Lights	...	...	Dec.			
H. K. Tel. fully paid	...	...	Dec.			[Int. 2 1/2 for 1929] Aug. 1, 30
" part paid	...	...	Dec.			[Int. 2 1/2 for 1929] Feb. 25, 30
China Buses	...	...	Dec.			[Int. 2 1/2 for 1929] Feb. 8, 30
S'port Tractions (Ord.)	...	...	Dec.			
" (Pref.)	...	...	Dec.			
Industrials.						
China Sugars	...	...	Dec.			[Int. 2 1/2 for 1929] Apr. 11, 29
Malayan Sugars	...	...	Dec.			[Int. 2 1/2 for 1929] Apr. 30, 30
Cald. Mag. Ord.	...	...	Dec.			
" Pref.	...	...	Dec.			
Canton Ice	...	...	Dec.			
Cement (new)	17.50	17 1/2	Dec.			[Int. 2 1/2 for 1929] Mar. 19, 30
" (old)	...	...	Dec.			
H. K. Ropes	10 1/2	10.60	Dec.			
United Asbestos	...	...	Dec.			
Stores, &c.						
Dairy Farms C/R	...	...	Dec.			[Int. 2 1/2 for 1929] Mar. 14, 30
" X/R	...	...	Dec.			
" Rights	...	...	Dec.			
Watsons	11.70	...	Dec.			[Int. 2 1/2 for 1929] Mar. 31, 30
Der A. Wings	...	...	Dec.			
Lanc. Crawfords	...	...	Dec.			[Int. 2 1/2 for 1929] May 16, 30
Mackintosh	...	...	Dec.			
Sincere	...	...	Dec.			
Wm. Powells	...	...	Dec.			
Miscellaneous.						
H. K. Amusement	...	...	Dec.			[Int. 2 1/2 for 1929] Sept. 27, 30
Ch. Entertainment	...	...	Dec.			
H. K. Constructions	...	...	Dec.			
B. Ind. G. Bonds	...	...	Dec.			
H. K. Govt. Loan	...	...	Dec.			

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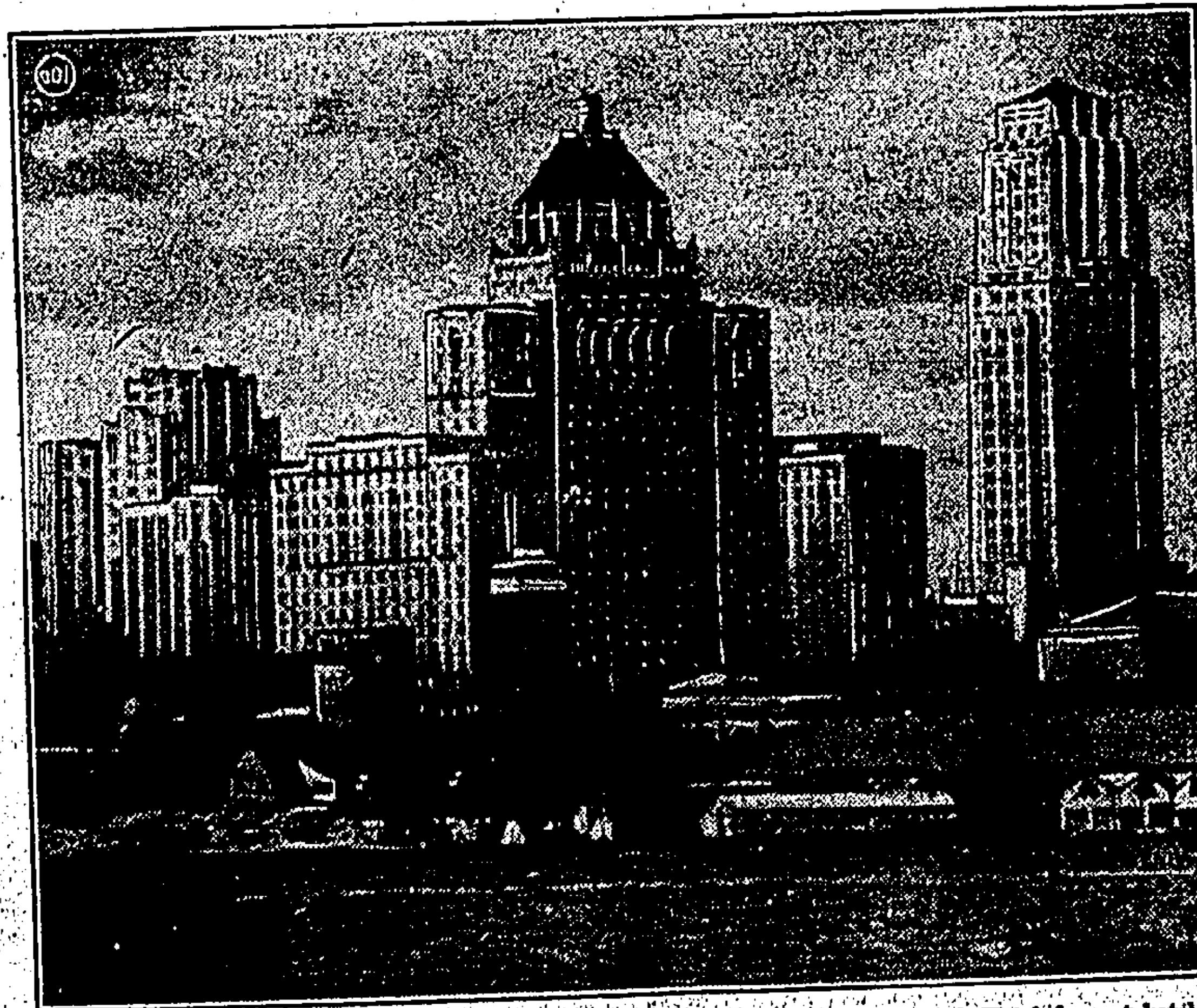
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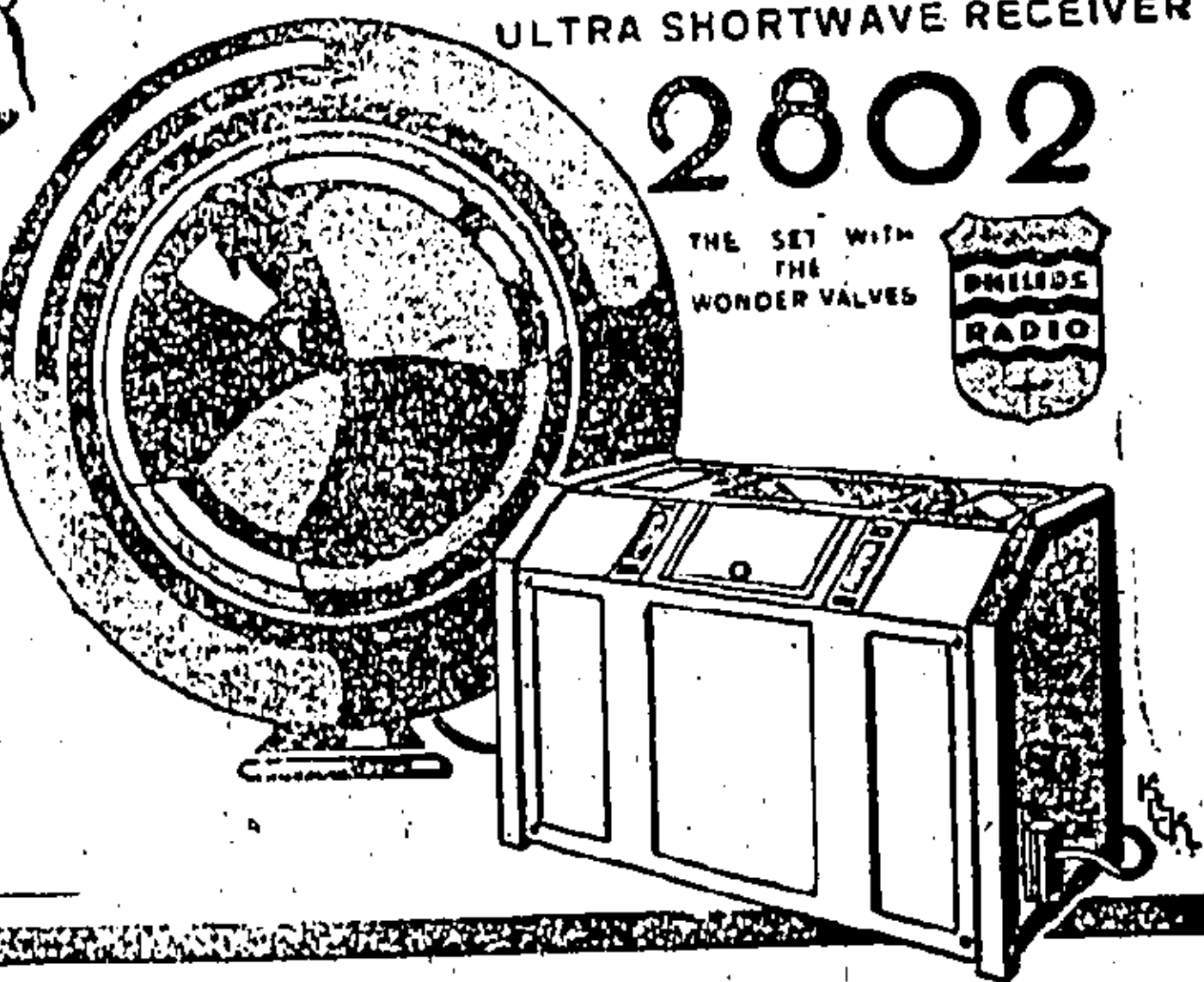
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IN THE GRIP OF HEROIN.

"Devil in the Disguise
of a Doctor."

MAJOR'S CONFESSIONS.

London, August 28.
A remarkable drama of a man who declared himself to be "the most vicious drug addict of modern times," who told of years of vain fighting against the vice, and of "the devil in the disguise of a doctor"—and who was eventually denounced as an impostor—was enacted at Maidenhead Police Court yesterday.

The man was "Major" Geoffrey Bradford Wilmer, of Mill House, Hurley, Berkshire, and he was sentenced to six months' imprisonment on each of six charges under the Dangerous Drugs Act. All the sentences are to run concurrently.

Mr. Selton Cohen stated the case for the Director of Public Prosecutions, and said Wilmer had received heroin from chemists on prescriptions made up by Dr. Starkie, of London, whose name had been removed from the Medical Register in 1922.

Mr. S. Cohen said that the total amount of heroin procured by Wilmer from prescriptions signed by Dr. Starkie from July 18 to October, 1929, amounted approximately to 368 1-3rd grains, or 2,150 tablets.

"That," he said, "works out at something over twenty-three tablets a day."

Then Wilmer told his remarkable story. He explained that early in 1927 he had to have a serious operation on his left leg in a nursing home in London.

Between Life and Death.
"That was the first time in my life that I was given the drug called heroin," he said. "I was then being attended by a bacteriologist."

"The culminating point of my suffering came in March, 1928, when I got double septic bronchial pneumonia. For many days I lay between life and death."

"I was kept alive purely and simply by the drug heroin."

"Heroin, besides being a soothing drug, is a great stimulant, and it is a fact that neither man nor woman who was in my state could have lived for a long time. But I discovered everybody on that occasion and got well."

"When I left the nursing home I went to the West Country, and that was where the snare was set. That was the first time I was given a thorough liking for heroin."

"It was a long time before I used heroin again, but then the trouble came. I suffered from insomnia, and I got a local practitioner to give me an injection of heroin."

"A Great Tragedy."

"So it went on until December

1928, and then a great tragedy came into my life. It was one great worry. The woman I loved was taken at a moment's notice into a London nursing home and underwent a severe operation.

"Then they gave me heroin in that nursing home to keep me going. This time I met the devil disguised in the shape of a doctor. He is a parasite of a noble and honourable profession. I say that I did not realise how far I was going downhill with this drug."

"For money or its kind he started giving me prescriptions. Wherever I went that doctor came, too, and all the time for money or its kind he gave me prescriptions."

"Night after night that doctor came to me and gave me an injection of heroin, and I found after about a fortnight that this injection, which I had given me at eleven o'clock, and used to keep me asleep until four or five o'clock in the morning, did not now last longer than till two or three in the morning."

"So the doctor used to come and give me another injection at three o'clock. Then I bought my own hypodermic syringe."

"I did not realise where it was leading me. Far from it. I just thought I could stop this thing."

Like a man in a certain play, Wilmer said, he thought, "This is the last time."

"It is the last time," he remarked, "after every injection, but still you go on. That went on until February, and in February the woman I am talking about was again taken away at a moment's notice and operated on."

"For six days and six nights she lay unconscious. I sat in that room waiting for the end."

"The woman got better, we went away, and the doctor came too, and still he went on giving me prescriptions. He knew how far I was going, and I did not. It was always the last time. Always I said, 'This is the last time. We will just finish off this tube and no more. That is what you say until the stuff has got you.'"

Meeting With Doctor.
"You are terrified that your drug supplies will be cut off, and from that moment you are a man no longer."

The man becomes sly and crafty, cannot look people in the face, and becomes a liar.

"So it went on and on. I removed then down to this part of the world. The doctor came, too. A devil in disguise."

The last time I asked that doctor for a prescription he had been sent for by the police. He told me he was sorry he could not give me any more prescriptions."

"That is the last time I saw that doctor."

On the Monday morning I returned to London, but by the time I had got to Hammermith all the

symptoms and signs of the deprivation of the drug started.

"I was shaking like a leaf. I was in a cold sweat. I had to give the wheel to the chauffeur. I could drive no further."

"I was going off my head. I went to a cafe in Leicester Square, and the first person I saw was Dr. Starkie."

"I told Dr. Starkie how it was with me, and he went out, coming back a quarter of an hour later with a tube of heroin of four to six grains. I took an injection, and returned physically normal."

Visit to Scotland-Yard.
"Then my game of make-believe really started. I went to Scotland-Yard and asked to see the inspector in charge of the case against the doctor. I told the inspector that I had gone to Starkie to arrange a cure. I told him Starkie had said, 'Certainly, my boy, but in the meantime you must not give it up immediately. It would be dangerous.'"

"The inspector did not seem to take much notice, and said, 'Give it up, my boy, give it up.' I thought I had covered myself."

Here Wilmer sighed heavily, and paced up and down the small dock before resuming.

He then told how he took the prescriptions to the chemist, who was reassured by Dr. Starkie.

Dealing with his visit to France he said that four days after he got there he read of the case against Starkie.

"I fled to Monaco," he went on, "and there fell ill. For three and a half months I lay under treatment, and all that time I was having heroin to relieve my sufferings."

"Near the End."
"I am ashamed to tell you I began taking heroin again. I was pretty near the end when I was persuaded to return to this country under another name and place myself in the hands of the greatest drug specialist in Europe."

"I was cured of heroin, but I was the most intolerant, fractious, damnable patient he has ever had."

Chief Inspector Prothero was then called. Wilmer, he said, had told him that he had been an officer in the Essex Regiment, and had retired with the honorary rank of captain.

"In 1917," the inspector said, "Wilmer joined the army being sent overseas in January, 1918. In March, 1918, he was transferred to the Royal Engineers, and was demobilised in January, 1919."

"He was not wounded in the war. He was retired as a sapper, and holds no honorary rank as an officer. He has represented himself as Major Melville and Major Wilmer. He is an impostor."

"For the past four years he has done no honest work. He has been a vagrant, and is still a vagrant."

"In 1928," the inspector said, "he was arrested at Hammermith all the

ROUND THE CINEMAS

CAREER OF CHARLES FARRELL.

YACHTING HIS HOBBY.

Charles Farrell, co-featured with Janet Gaynor in "Sunny Side Up," Fox Movietone's original musical comedy by B. G. De Sylva, Lew Brown and Ray Henderson, has reverted to type.

Descended from a long line of seafaring ancestors, Farrell finds his principal recreation in sailing his 45-foot-yawl, "The Flying Cloud," up and down the Pacific Coast when he's not hard at work on a picture.

Farrell was born and raised at Cape Cod and, as a youth, spent much of his time in cat-boats, skimming about the Atlantic near his home. He made up his mind to some day own a sailing boat, and "The Flying Cloud" is his dream come true. It is named after the famous old clipper ship, The Flying Cloud of Boston.

All of Farrell's mother's people were seafarers, her grandfather being a famous Gloucester skipper.

Farrell sailed in the Santa Barbara Regatta this year, competing against some of the boat yavls on the Pacific Coast, and acquitted himself handsomely.

"FREE AND EASY."

Though visitors are sometimes, though very rarely, allowed on sound stages while talking pictures are made, it is only during dramatic scenes. When a comedienne works, visitors are absolutely taboo.

The reason for this is that when a dramatic scene is being filmed, it is not difficult to keep the spectators quiet. But with a comedy, it's a different. For instance, Tricie Friganza, at the Metro-Goldwyn-Mayer studios, had several "takes" spoiled when a visitor could not restrain a laugh during the making of a scene in "Free and Easy," which will be shown shortly at the Queen's. Of course, it recorded with Miss Friganza's lines.

Involuntary laughs are almost impossible to control, so in the M-G-M all-talking, all-star comedy, none but the stage crew, used to the scene through rehearsals, were allowed in the sound enclosure.

"PARAMOUNT ON PARADE."

"Hollywood's chorus girls are home-girls," says David Bennett, dance director of the Paramount studio, who handled the army of beautiful chorines for Paramount's all-star festival, "Paramount on Parade." Bennett explains the Hollywood chorus girls' youth, beauty and hard-working ambition by the fact that they are still in their school years, living at home with their mothers who have trained them for motion picture careers from an early age.

The average age of the Hollywood chorus girl is eighteen, according to Bennett. They have been raised in the home of pictures. Many of them have had ambitions toward screen careers since their early childhood.

Bennett keeps 36 girls in training at the Paramount studios at all times. Most of them are just out of high school. A few have spent one or two years at college. All have had from one to four years training in various schools of the dance before becoming members of the chorus. Of these thirty-six girls, 18 are blondes and eighteen brunettes. Bennett says that he had to do some careful selecting to secure that balance, as blondes far outnumber brunettes among the chorines.

Bennett demands that his chorus girls be about five feet, four inches in height and weigh from 105 to 115 pounds, and, in making his selection from girls who meet these requirements, he looks first at their teeth. "The smile is all important in a chorus girl," explains the director.

Bennett's chorus girls will be seen in brilliant array in "Paramount on Parade," which is now showing at the Central Theatre where they appear with many of the stars on the Paramount roster, Nancy Carroll, Maurice Chevalier, Charles (Buddy) Rogers, Harry Green and others.

"QUALITY STREET."

Conrad Nagel and Marion Davies are featured as the leading participants in M-G-M's picture "Quality Street," which is the attraction at the Star Theatre to-day for the last time at 5.30 and 9.20 p.m.

Adapted from the famous play by Sir James M. Barrie, "Quality Street" has lost none of its significance on the screen, and Marion Davies and Conrad Nagel interpret the familiar roles of Phoebe Trossel and Dr. Valentine Brown, respectively, to a marked perfection. Helen Jerome Eddy, Flora Finch, Margaret Seddon, Marcelle Corday and Kate Prince are featured in the cast.

A Prizma colour, and a Krazy Kat cartoon complete the programme.

AVIATION COURSES.

AN INNOVATION AT WISCONSIN UNIVERSITY.

A full-time programme of instruction in aeronautics will soon be offered by the extension division of the University of Wisconsin.

This announcement was made recently by Dean Chester D. Snell.

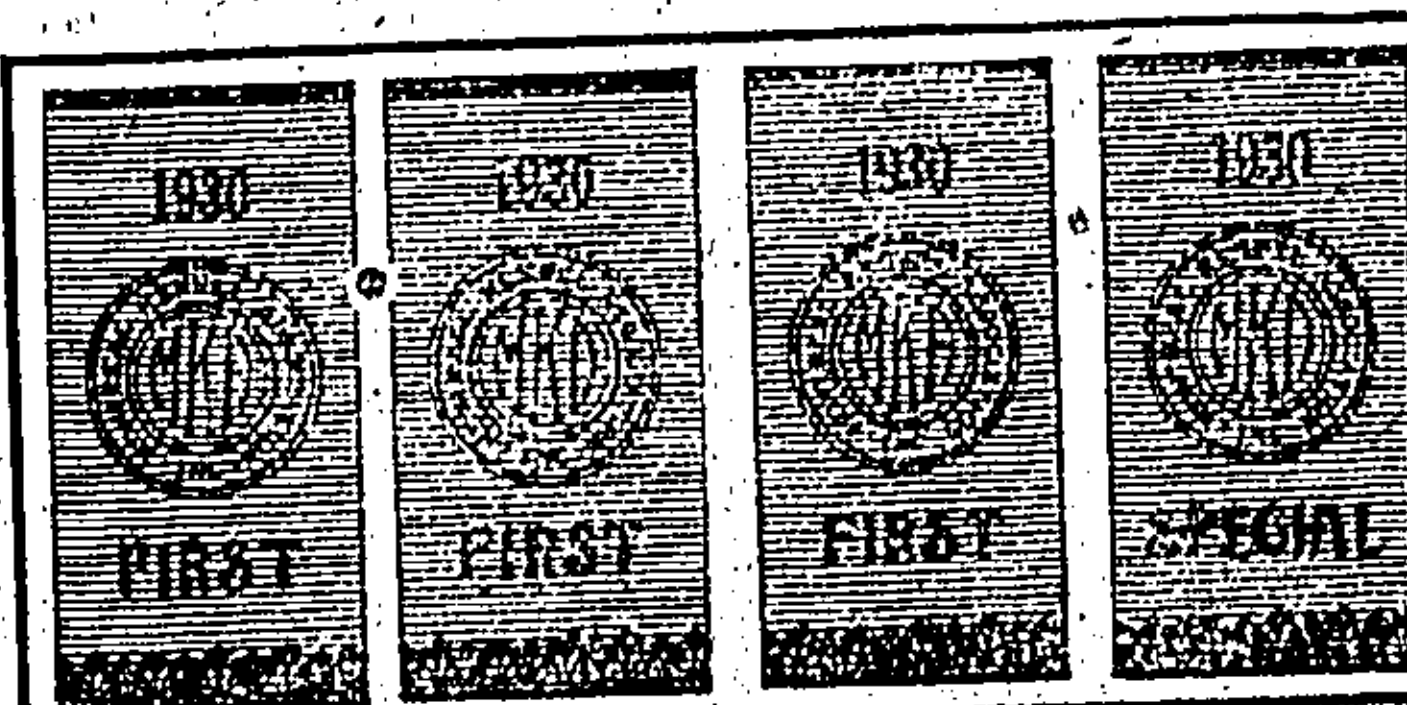
Insistent demand for such training has brought about the appointment of Mr. Clinton D. Case as assistant professor in charge of aeronautics instruction and the listing of several courses on the subject.

General airport service, as well as aeroplane instruction, will be stressed in the courses. The work will be taken up through regular class work in local communities over the State. The courses are listed as "aeronautics" and "aeroplane engines."

Mr. Case was to have begun work on September 1 and will have his offices in Madison, Wisconsin.

A native of Racine, he has had extensive experience in aeroplane manufacturing plants and as a pilot at the Great Lakes and Hampton Roads naval stations. He goes to Madison from Florida, where he has been recently on duty at the naval base at Pensacola.

Famous Husky Wins Prizes



Arthur Beavals, well-known Indian guide at the Chateau Frontenac, Quebec City, owes much of his popularity among visitors to the hospitality to the team of huskies that made them out on a special prize. In fact, he would have taken another special prize as the best dog shown, if Beavals had not taken him away to catch a train. Illustration shows close-up of Jeff with some of his prize ribbons.

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SOVIET DEBTS. CLAIMS FOR COMPENSATION NOW SUBMITTED. INTERVENTION SEQUEL.

Rugby, Yesterday.
The British-Soviet Debts and Claims Committee, which held its third meeting to-day, issued the following communiqué:—
As unauthorised statements have appeared in some newspapers the Committee state that at the second meeting the Soviet delegation submitted a list of their claims under general headings, gave explanation of these claims, and answered questions put to them by British experts regarding the distribution of these claims among respective sub-committees.
The British delegation submitted their general list.
The third meeting devoted its attention to comparing these two lists in order to formulate the exact scope of the work of sub-committees. It was suggested that a fifth sub-committee should be formed, to which should be submitted Soviet claims for compensation for losses to State and national economy of the Union of the Soviet Socialist Republics arising out of the intervention of Great Britain in Russia during the civil war.—British Wireless Service.

BUSINESS BAD IN THE STATES.

President Talks with Exchange Heads.

PROHIBITION QUESTIONNAIRE.

Washington, Yesterday.
The serious condition of business in the United States was discussed at a conference at the White House to-day between President Hoover and Mr. Richard Whitney, and Mr. Alan Landley, President and Vice-President, respectively, of the New York Stock Exchange.
The meeting, which is believed to be unprecedented, is much commented on in official circles.
The Prohibition Bureau has addressed a questionnaire to 3,000 newspapers as to whether they intend to oppose or adopt a neutral attitude towards the prohibition amendment and the prohibition laws.—Reuter's American Service.

AIR RECORDS.

KINGSFORD-SMITH AHEAD OF TIME.

HILL LEAVES RANGOON.

Rugby, Yesterday.
Wing-Commander Kingsford-Smith flew to-day from Karachi to Allahabad, which he reached in the record time of five days and a half from London. He is so far well ahead of the time made by Bert Hinkler on his 15½ days' record flight to Australia.
Flight-Lieutenant Hill, who left Rangoon for Singapore to-day, has also improved on Hinkler's schedule.—British Wireless Service.

CAUGHT IN ACT.

PANES OF GLASS STOLEN FROM EMPTY FLAT.

Charged with the theft of eight panes of glass, an unemployed Chinese, stated to be a carpenter by trade, pleaded guilty before Mr. H. R. Butters at Kowloon to-day.
Prosecuting, Sergeant C. Browne said that a Chinese detective who lived on a floor at 568 Shanghai Street, where the larceny took place, met the accused coming down the stairs with eight panes of glass in his hand. Knowing that the flat on the third floor was unoccupied, the detective asked the thief where he got the glass from. Furthermore, the detective knew that the lock on that particular floor had to be broken to gain entrance because he (the detective) had the key. The thief took the "eluth" to the floor where it was found that the lock had been broken. On search being made, accused was found to have a screw driver in his possession.
His Worship passed sentence of six weeks' hard labour.

INDIAN CONGRESS.

RAID ON OFFICES BY POLICE.

Bombay, Yesterday.
A strong force of armed Police raided the Bombay Congress Committee office early this morning and arrested the occupants.
The offices of other allied organisations were similarly raided simultaneously.—Reuter.
Boys Arrested.
Bombay, later.
Sixty-one arrests were made in the raid on the Congress Committee Office, including 25 boys. The National flag was hauled down and the Union Jack substituted.—Reuter.

PILSUDSKI PLOT. PLAN TO ASSASSINATE THE DICTATOR.

DEPUTIES ARRESTED.

Warsaw, Yesterday.
Five Socialist deputies have been arrested, allegedly in connection with a plot to assassinate Marshal Pilsudski, the Dictator.—Reuter.

Alleged Leader.
The news of the alleged bomb plot against Marshal Pilsudski, in connection with which eight Socialist members of the Opposition have now been arrested, caused a great sensation all over the country.

The leader of the alleged plot is said to be an old revolutionary, Peter Jagodzinski, who, however, denies that he ever contemplated the assassination of Pilsudski.

The Executive Committee of the Socialist Party has made a statement alleging that the Police invented the story of the plot in order to bolster up the weakening Dictatorship.—Reuter.

FLYING PRINCE.

ADDRESS TO BLUECOAT SCHOOL BOYS.

IMPERIAL SUBJECTS.

Rugby, Yesterday.
H.R.H. the Prince of Wales flew in his private aeroplane to-day to the Bluecoat School at Horsham. He circled over the school before alighting and during his speech to the boys he urged upon them the special importance of biology and geography—subjects which would help to equip them to become scientific investigators in outlying parts of the Empire.
"They are both Imperial subjects, and they make for a better understanding of mankind," he said.—British Wireless Service.

After a four-hours struggle at Scarborough Col. Stapleton-Cotton caught a tunny fish, estimated to weigh about 500 lb.

The Mayor of Southampton, Councillor Hector Young, by virtue of his office of Admiral of the Port, received an admiral's salute of 17 guns when he visited the American cruiser Houston at Southampton.

An unknown pilot flew his aeroplane underneath the Clifton suspension bridge at Bristol, which is 245 feet above the Avon—a feat prohibited since Sir Alan Cobham did it in 1912.

AMUSEMENTS

AT THE **QUEEN'S** DAILY PUNCTUALLY At 2.30, 5.10, 7.15 & 9.20.

SUNNY SIDE UP
original songs, story & dialog by DE SYVA BROWN
with JANET GAYNOR & CHARLES FARRELL
Directed by DAVID BUTLER

NEXT CHANGE

A Million Laughs!

FREE AND EASY

BUSTER KEATON Talks and Sings! See and Hear WILLIAM HAINES ANITA PAGE FRED NIBLO TRICKIE FRIGANZA ROBERT MONTGOMERY LIONEL BARRYMORE KARL DANF CECIL B. DE MILLE

GET ready for your grandest picture-going treat! A score of stars—a million laughs—a comedy carnival of Hollywood life and love!

An Edward Sedgwick production

THE SPECTACLE OF THE AGES
DOLORES COSTELLO
NOAH SARK
George O'Brien
A WARNER BROS. PRODUCTION

AT THE **WORLD** TO-DAY TO SATURDAY AT 2.30, 5.15, 7.15 & 9.20 Interpreter at all Performances

LAUGHS AND A THOUSAND THRILLS!

Make a date to meet on **Quality Street** starring **MARION DAVIES**

AT THE **STAR** FINAL SHOWINGS TO-DAY AT 5.30 & 7.20

CENTRAL THEATRE

TO-DAY TO SATURDAY DAILY AT 2.15, 5.10, 7.15 & 9.20 P.M.
THE BIG PICTURE OF 1930.

PARAMOUNT ON PARADE

Join in the Whoopie with 30 Famous Stars!

RICHARD ARLEN Singing, dancing!	GEORGE BANCROFT Fighting for fun!
CLARA BOW Strutting "It"!	EVELYN BRENT Slapping her pappy!
CLIVE BROOK Sluething the taff!	NANCY CARROLL Shaking a sugar-foot!
RUTH CHATTERTON Stirring your heart!	MAURICE CHEVALIER Fouling the pouf!
GARY COOPER Speaking his love!	LEON ERROL "Dying" to meet you!
SKEETS GALLAGHER Starting the fun!	HARRY GREEN "Isador" the Toreador!
HELEN KANE Booping a new doop!	DENNIS KING Singing—and how!
ABE LYMAN —and His Band!	JACK OAKIE "Okay"ing the party!
ZELMA ONEAL "Wrestling" with Oakie!	WILLIAM POWELL Solving your troubles!
BUDDY ROGERS Organizing and Jazzy-ing!	

AND MORE!

NEXT CHANGE, SUNDAY, OCTOBER 19
OLIVE BROOK & HAGLANOVA
"A DANGEROUS WOMAN"

Take **YATREN 105**
as a prophylactic against **DYSENTERY**
Obtainable of all chemists.

PRETTY GIRLS and PEP TUNEFUL MUSIC and MIRTH

THE TALK of HOLLYWOOD

STARRING **NAT CARR** Famous Stage Comedian.
AND **FAY MARBE** International Star.
Goodman's Orchestra
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IN SPECIAL MUSICAL MELODIES!
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